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MACDOUGALL'S

GUIDE

PRACTICAL
HANDBOOK

AND
GAZETTEER

WINNIPEG

1881.

MANITOBA & THE NORTH WEST

GRAND TRUNK

RAILWAY

of CANADA +

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Macdougall), W. B. (pub.)

(SIXTH EDITION.)

(MACDOUGALL'S)
ILLUSTRATED GUIDE
GAZETTEER
—AND—
PRACTICAL HAND-BOOK
—FOR—
MANITOBA AND THE NORTH-WEST

1882

WITH THE
LATEST OFFICIAL MAPS
AND LAND REGULATIONS.

A Concise Compendium of the Latest Facts and Figures
of Importance to the Emigrant, Capitalist,
Prospector and Traveller.

EDITED AND PUBLISHED BY

W. B. MACDOUGALL.

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THE SCOTTISH, ONTARIO AND MANITOBA LAND CO.,

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ICKEN,
Agent,
Winnipeg, Man.

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Brandon, Man.

Agents,

COCHRAN,
Stock Exchange.

HORACE GREELY said: "Go West, young man, and grow up with the country."

LLODGETT said: "The basin of the Winnipeg is the seat of the greatest average of wheat product of the American Continent and probably of the world."

LORD DUFFERIN said: "This undreampt of Dominion, whose illimitable dimensions alike confound the arithmetic of the surveyor and verification of the explorer."

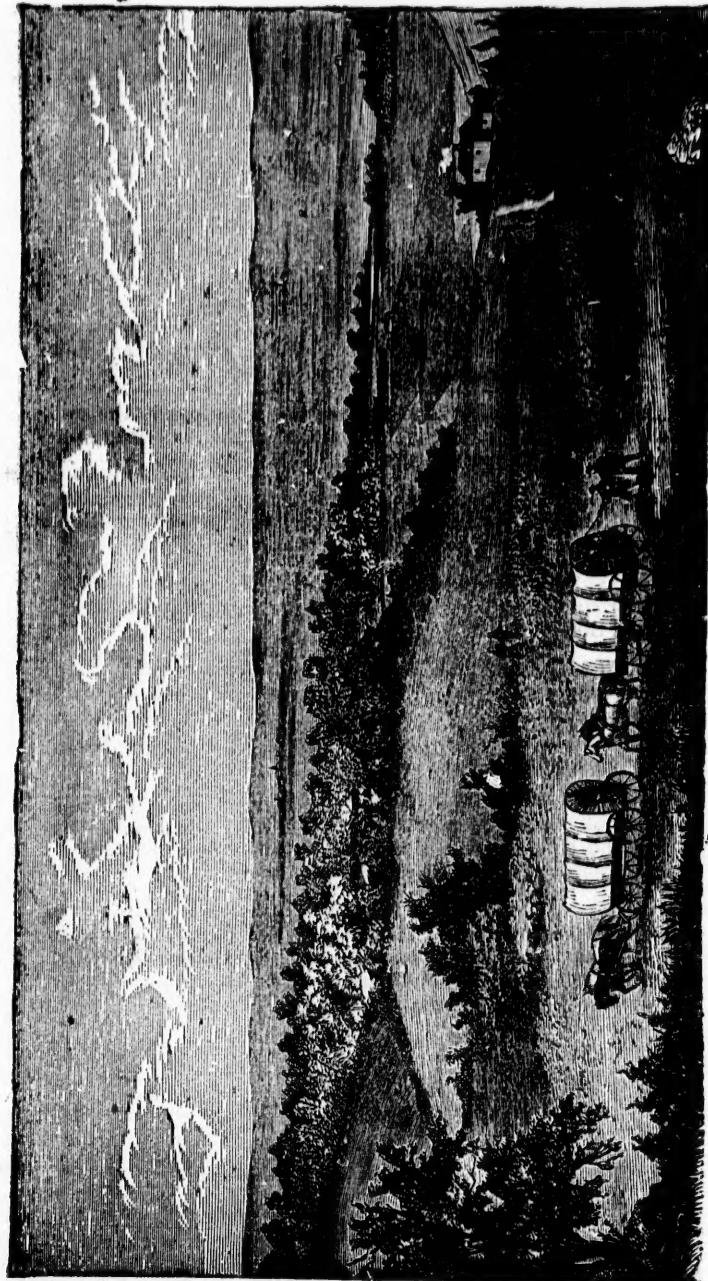
United States Consul TAYLOR said: "Three-fourths of the wheat producing belt of North America are north of the National (United States) Boundary."

CAPTAIN PALLISER said: "It is a physical reality of the highest importance to the interest of British North America that this continuous belt can be settled and cultivated from a few miles west of the Lake of the Woods to the passes of the Rocky Mountains."

ARCHBISHOP TACHE said: "The Great Author of the Universe has been pleased to spread out by the side of the Grand and Wild beauties of the Rocky Mountains, the captivating pleasure grounds of the Saskatchewan."

LORD MILTON said: "As an agricultural country its advantages can hardly be surpassed. The climate is milder than that of the same portion of Canada, which lies within the same latitude. Cereals of almost every description flourish even under the rude cultivation of the half-breeds."

FIRST YEAR ON THE FRANCE.



INTRODUCTION.

— :o: —

In presenting the Sixth Edition of my "ILLUSTRATED GUIDE, GAZETTEER AND PRACTICAL HANDBOOK," for Manitoba and the North-West, I beg to call the attention of the public to the many and important additions it contains.

In a country where progress is making such rapid strides, where in a few weeks enterprise rises a community from obscurity to importance, or peoples a wild tract as large as some European kingdom with a prosperous population; where such great changes and improvements are taking place it is no easy task to keep pace with the requirements of the newcomer. I have aimed to make the present volume as comprehensive as possible, and have elaborated the matter heretofore presented, introducing new features and illustrating subjects of special interest.

Since the Third Edition was published, Dominion legislation has given to Manitoba an increased area, which at once places her politically on a footing with the older Provinces of the Confederation, and gives her a conspicuous place on the map of Canada and of the Continent of America.

In the following pages I have endeavoured to lay before the reader a concise sketch of the present state of the Province, her public institutions, commercial and manufacturing interests and her wonderful agricultural resources.

A special chapter is devoted to Winnipeg—the phenomenal city—the rapid growth of which is unparalleled in the history of civilization. Other trade centres which are attracting the attention of capitalists by their natural advantages and healthy development are also briefly described.

I have lifted the veil for a moment to give my readers a mere glance at the Great North-West, the illimitable area and resources of which it would be presumptuous to attempt to describe in the limited space at my disposal. However, I have collected sufficient information regarding that vast territory to enable the intending immigrant or newcomer to form an idea of its immensity and boundless resources.

With the construction of the great trans-continental railway—the Canadian Pacific—under the control of a responsible corporation, with large capital and the best available engineering and administrative talent at command, there can be no fears for the future of the great North-West, the greatness and importance of which is inconceivable in its possibilities. The building of this road may be likened to the sinking of a shaft in one of the great Bonanzas of the Sierra Nevada, where every foot of progress develops new riches. Every mile constructed will demonstrate to the world the wonderful wealth of our New Dominion and the necessity of utilizing it to the good of mankind.

I have been at pains to present to my readers a history of the Canadian Pacific Railway Syndicate from its inception. England, France and America are represented in its directorate and executive. The work undertaken—to re-claim half a continent—the most important of the age, presents great difficulties, but none that the genius of the 19th century cannot surmount.

What with the efforts put forth by the Canadian Government to induce emigration, the active co-operation of the Hudson's Bay Company, who own 7,000,000 acres of land, and the liberal terms offered by the Canadian Pacific Railway, it is expected an immense influx of settlers will reach the great wheat fields of the Canadian North-West during the coming season.

One word in conclusion. If I have succeeded in making my work a veritable guide to the immigrant and a reliable book of reference to the newcomer, whatever be his wants in his new home, I have conquered a necessity, and accomplished what I have undertaken.

W. B. MACDOUGALL.

MANITOBA AND THE NORTH-WEST

GENERAL FEATURES OF THE COUNTRY.

We are strongly of opinion that altogether too much is spoken and written about the labour and hardships of the emigrant or settler when he comes first to this country. No doubt he must work. He need not expect to find a Garden of Eden ready made to his hands. Here, as in every other part of the world, labour is the condition of life and of success. But we emphatically deny that the labour is arduous, or the privations to be endured excessive. In fact, compared to what hundreds of thousands of our countrymen have undergone in the older provinces of the Dominion, they are mere child's play. In those days the forest had to be clear'd away. Trees three or four feet in diameter and from one to two hundred feet high had to be cut down and burned. Besides, it took years before the stumps rotted out of the ground, and then the labour recommenced, for great deposits of stones had to be removed, and the soil ditched and drained. But with the exceptions of the last point mentioned, and this only in some localities, none of these difficulties have to be encountered in Manitoba and the North-West. Here is a vast prairie country ready cleared for the settler's occupation. All he has to do is to pitch his tent, or build a shanty until he has time and means to erect a more substantial building—to plough the sod over, then replough it, sow his seed, harrow it, wait for the crop. If he is a poor man he of course must not expect to fare sumptuously every day. But the necessities of life are cheap enough and easily procurable, and any man or family that has to live for a year or so on pork, bread, beans, potatoes and tea, when they have the land beneath them, a rain-proof roof over their heads and the assured prospect before them, and that at no distant date, of comfortable independence, perhaps affluence, are not to be pitied. Game is plentiful and during the proper seasons the pioneer's *bill of fare* may with little effort be made even luxurious.

One of the greatest trials that the emigrant associates with removing to a new and strange country is the breaking up of home and social ties. He is too apt to regard it as a kind of evil. But this trial, in the great generality of cases is merely imaginary. It is astonishing how quickly new and friendly associations are formed in this country. There is a reciprocity of kindness and assistance which almost universally prevails. And in a few weeks the settler may make as friendly and valuable relations as any he possessed in his native land. So much is this the case that in a few years he has no desire to return to his old home, except for a temporary visit.

LOCATION AND AREA OF MANITOBA.

Our approximate estimate of the area of the present Province of Manitoba is not official, but from our calculations it contains about 37,000,000 acres; of this the Hudson's Bay Company's one twentieth ownership and school reserves amount to 2,830,000 acres, leaving available 34,170,000 acres (including half-breed reserves) within the present boundary of the Province, being about 240 miles square. The Province, lying between the parallels of 49 and 52 deg. 20 min. of north latitude, and 96 and 101 deg. of west longitude, occupies nearly the actual centre of the North American continent, is nearly equally distant between the pole and the equator, and the Atlantic and Pacific Oceans.

CLIMATE AND LENGTHS OF SEASONS.

Very mistaken ideas prevail in the Old Country as to the climate of Canada. Every extreme of hardship is associated with it by many people. Nothing is further from the fact. No doubt there are conditions of decided heat in Summer and cold in Winter. The thermometer will sometimes range 90 in the shade in Summer and 30 below zero in Winter. But these extremes will continue for only a few days at a time out of the 365. But the thorough dryness and bracing of the atmosphere moderate all extremes. Damp and fog are almost unknown. Such a thing as a Scotch mist is a phenomenon. The Winter is considered a most enjoyable season, though each has its pleasures, and it is this variety, combined with the sunny sky and pure healthy air which constitutes the great charm of the climate. March brings Spring—April is sowing time, and May ushers in the Summer. An almost tropical climate then succeeds during which vegetation is most rapid. July is the hay and August the grain harvest. Then follow two months of delightful Autumn weather and Winter generally sets in about the middle of November.

The average depth of snow is about eighteen inches, and from the general absence of high winds it seldom accumulates in drifts, so that capital roads are the common condition of winter travelling. The farmer then drives his grain or hay to market, lays in his stock of fuel, and does all the heavy drawing for the year.

The cattle graze on the prairie all winter, and except during the "cold spells" require no shelter.

There is one characteristic of the climate which is phenomenal to the country; we have said that the dryness of the atmosphere mitigates, in fact almost neutralizes the severity of the extreme cold, so that in Summer the *high temperature is rendered quite bearable by frequent and heavy showers*. These also keep the soil always moist and fertile, in fact throughout the whole extent of the North-West we meet with none of those arid, desert wastes which lie in immense blocks in the same meridians South of the parallel of 49°. In consequence of these conditions the climate of Manitoba is one of the healthiest in the world. Fevers, consumption and epidemics generally are abnormal to the country, and prevail only in consequence of accident, carelessness and reckless exposure in the subjects themselves.

SOIL AND PRODUCTIONS.

The soil of Manitoba, as far as is known is the richest in the world. It is a rich, black loam, varying in depth from one to three feet. The sub-soil is in some places clay, and in others sand, and in general is largely impregnated with the warm lime element. So rich and enduring is its nature that manuring is altogether unnecessary. Heavy crops of wheat have been taken for fifty years in succession off the virgin soil. The productions of such a soil will at once be recognized by any practical agriculturist. Wheat, the great staff of the world's food, is essentially its prime and most prolific product. The average yield of wheat to the acre is unknown and unprecedented in any other part of the cultivated world. *Thirty bushels to the acre* is computed to be the average, but it must be borne in mind, that as yet, agriculture is only in its infancy in this country, so that even this enormously large yield, may reasonably be expected to be increased by the advance of scientific culture. And the quality of the grain is unsurpassed by any that has ever been raised; owing to the nature of the soil it is of a firm, nutritious, gritty nature; it rubs clear, hard and plump in the hand. But every kind of cereal can be grown to great advantage. Oats, barley, rye, give large returns. And barley is said to be an excellent alternative with wheat, and yields a weight per bushel of 50 to 55 pounds. The average yield and prices of grain are as follows:—

Wheat,	about 30 bushels per acre,	price \$1.00.
Oats,	" 40 "	30c. to 40c.
Barley,	" 45 "	60c. to 70c.
Peas,	" 50 "	60c. to 70c.

Vegetables, potatoes, roots of all kinds grow in great abundance, of the largest size, and most excellent quality. The exhibit of these at the Dominion and Provincial Exhibitions, in Toronto, Montreal and St. Johns elicited general and unbounded admiration.

Berries also of all kinds grow wild in great abundance and no doubt if cultivated, would rival in flavour those of the far-famed Niagara district. It has not yet been demonstrated how fruit will succeed—no doubt the long winter and severe frost may operate against it, but it is unquestionable that the harder kind of apples will thrive and yield largely. The cultivation of bees will in time become a large factor of income. The rich flora of the prairie, with its boundless variety of petaline food, yields the strongest and most delicious honey, and the bees stand the dry bracing winter very well, and require less honey for their sustenance than in more humid and warmer climates. The beet-root, flax and hemp grow luxuriantly, but as yet there has been no market to encourage their cultivation.

Owing to the extent and richness of the native grasses, and the dryness and healthiness of the winter climate, cattle of every stock can be largely and profitably raised. Those epidemic diseases common in the older Provinces and the United States are unknown among them. Ewes produce fleeces from 2 to 3½ pounds, and wethers from 6 to 8 pounds, the wool though of a coarse texture, is of most excellent quality.

POPULATION AND RAILWAY CONNECTION.

The population has enormously increased in the last year or two. And yet we don't think that it is of the mushroom kind, so commonly quoted of American advancement in the Western direction. Eleven years ago the population numbered only a few hundred, to-day, according to the best information we can obtain, it must be in the neighbourhood of 100,000, of which the city of Winnipeg counts about 15,000. Of course in the present transition state of things it is impossible, even with the most accurate official enquiry, to obtain exact

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statistics on this point. One thing, however, is certain, that the Province is rapidly filling up by immigration from Europe; the immigration of farmers' sons from the older Provinces and the United States. And this peopling is, we believe, of the very best class of settlers, viz., men who are in earnest as to making the country their home, and living in, and working for its advancement. In fact it is astonishing to hear the self-satisfied and patriotic opinions of those who have lived in the country, and some of them only a few months. They are enthusiastic about their own, and the country's prospects.

The great drawback which has hitherto existed to the settlement of Manitoba and the North-West, viz., travelling connections with the sister Provinces and the world generally is now removed. We refer at some length to the Canada Pacific Railway further on. Through it, and its connections, easy access is now made to every part of the Province, and within the next two years will be to the Rocky Mountains.

FORM OF GOVERNMENT

is practically the freest in the world. The people are the source of power. There is no hereditary aristocracy to bind society in class traditionalism. We have constitutional government—the most easy and rational arrangement between Republicanism and Monarchy—and every household has the franchise. The taxes are much lighter than in the other Provinces, in fact are such a mere nominal thing that they are not worth taking into account in an intending settler's calculations.

HOMESTEAD AND PRE-EMPTION.

Let us explain these words so that even the most ignorant can understand them. By homestead is meant a lot of 160 acres which becomes the personal inalienable property of any individual, of the age of majority, who chooses to settle permanently on it, and perform the usual clearing, breaking up, and agricultural duties, in one word, make a home of it for himself and family. To every such actual, bona fide settler this lot is given free of all payment. By pre-emption is meant securing a lot of 160 acres under promise of paying \$2.50 per acre, but only four-tenths of this required to be paid at the end of the third year of occupation and the balance in easy instalments thereafter. The Canadian Pacific Railway have 25,000,000 acres of land which they offer for sale at \$2.50 per acre, with a rebate of \$1.25 an acre on all land cultivated within five years.

There are several conditions of the most liberal and beneficent nature attached to the homestead law, which are intended specially to benefit the poor settler; for instance, "exemption from seizure for debt of ordinary furniture, tools and farm implements in use, also one cow, two oxen, one horse, four sheep, two pigs, and food for the same for thirty days," and the land cultivated by the debtor provided the extent of the same be not more than 160 acres, in which case the surplus may be sold with privileges to first mortgages. The house, stable, barns, fences on the debtor's farm, are, by this Act, declared free from seizure, by virtue of all writs of execution issued by any Court of this Province. No limit is placed on the value of the farm or house, no matter how great it may become.

A FEW SHORT PARAGRAPHS GIVING SOLID FACTS GLEANED FROM OFFICIAL REPORTS.

1882 is the 12th year of Manitoba's existence.

Large numbers of superior breeding stock are being imported into the country.

Out of three hundred statements received from farmers throughout the Province in regard to the healthfulness of the climate, not one is adverse.

The home demand created by the prosecution of public works and railways, and the immense influx of newcomers will afford for years a ready market for cereals, roots, cattle, etc.

The harvest of 1881 was a most bountiful one, as also that of 1880. The reports furnished from different localities, the following is the average crop—wheat averaged over 30½ bushels per acre, ranging 18 to 45, and weighing from 60 to 70 pounds per bushel. Where the yield fell below an average of 25 bushels, it was owing to some accident to the crop, or it was sown on newly broken ground. Oats averaged from 60 to 80 bushels per acre.

The barley of Manitoba is pronounced by brewers as of superior quality and color. The average yield for the year is given at 41 bushels per acre, in some instances going as high as 60 to 70 bushels.

Grain should be carefully gathered and garnered; it should be thoroughly cleaned; seed should not be of a mixed character.

The potato average yield for the past two years is about 320 bushels per acre, varying from 200 to 500.

Nearly every farmer can obtain a wood lot in close proximity to his farm.

The abundance and superior quality of the hay in Manitoba and the North-West is beyond doubt unequalled.

From reports from different sections of the Province it has been proved that there is an ample supply of good water for agricultural and domestic purposes.

Experience is rapidly attesting the truth of the statement that the Canadian North-West affords the best wheat producing land in the world—due not only to the wonderful fertility of the soil, but also to the climatic conditions on which the satisfactory harvesting of the crop depends.

Seeding time is dry and pleasant. No rain of consequence falls until June, when sowing has been fully completed. August and September are invariably beautifully clear and bright. It rarely happens that rain interferes with harvesting.

The Saskatchewan coal fields underlie an immense district of country, extending from the Rocky Mountains eastward 250 miles, and from the boundary line far northward beyond the Peace River. These coal fields lie on the head waters of the rivers which flow from west to east across the Territory, thereby putting the settlers in the central prairies, almost on the same footing as regards fuel, as those who lie right over them. While their immense extent and the fact that they underlie the finest agricultural country on the continent makes their value incalculable.

To enter on unimproved land and begin work immediately for the purpose of cropping the following year, spring is certainly the best time. The roads become good in June, and remain so if the season is dry; during the winter they are of course excellent. Any season would be suitable for the arrival of young men who are in no hurry to begin farming for themselves, and wish to gain information from those who have been some time in the country. Those with families and who possess capital should allow the summer to be pretty well advanced before going to Manitoba.

Passengers by rail in Canada are allowed a certain amount of baggage, about 300 lbs. weight.

A farmer who arrives in Manitoba with \$400 to \$500 can easily succeed in establishing a comfortable home in a couple of years. Laborers with less capital will find no difficulty in procuring profitable employment until they can save sufficient money to take up and settle a homestead.

The area of land under cultivation is increasing with marvellous rapidity and thousands of dollars are being invested in fine stock, which are being placed by different companies on the vast grazing lands of the North-West.

Land is better and cheaper in the great fertile wheat belt of the Canadian North-West than any other part of the Continent.

There is no land in America so easily worked or which will produce as sure a crop. The crop has never failed here from climatic causes.

But little capital is required, and no investment coupled with industry pays as large a percentage of profit.

We have good schools and churches in nearly every settlement, and they will increase in proportion to the incoming population.

The strong flour made of Manitoba wheat has been quoted at a price two dollars per barrel over other kinds.

NORTH-WEST TERRITORIES.

OBSERVATIONS IN THE NORTH-WEST, LITTLE SASKATCHEWAN, AND PEACE RIVER DISTRICTS.

" A continuous farming country extends from Point du Chene to the Assiniboine, at Fort Ellice, a distance of 230 miles, without a break. Beyond this there are 25 miles of dry, gravelly ground, of little account for anything except pasture. Then follows a very extensive

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Assiniboine, at Fort re 25 miles of dry, lows a very extensive

tract of country extending westward to the South Saskatchewan, and *extending indefinitely* north and south. This wide region contains many fine sections of rich fertile country, interspersed with poplar groves, rolling, treeless prairies, salt lakes, saline, and other marshes, and brackish or fresh water ponds. What is not suited for raising cereals is excellent pasture land. Only a few of the salt lakes would be injurious to cattle or horses; and fresh water can be obtained without doubt a little below the surface.

"The soil of this whole region is a warm, gravelly or sandy loam. The surface soil, to a depth of from one to three feet, is a brown or black loam, the subsoil being generally either sand or gravel, consisting principally of limestone pebbles; many boulders are found in some sections. The land between the two Saskatchewans is all good. Prince Albert Mission is situated in this section.

"The Peace River section extends along the Rocky Mountains from a little north of Jasper House to Fort Laird, lat. 61 deg. north; and from the former point to the west end of Little Slave Lake; thence to the Forks of the Athabasca Lake, and from thence to Fort Laird. The upper part of this immense area is principally prairie, extending on both sides of the Peace River.

"All the Peace River section is well suited for raising cereals of all kinds, and at least two-thirds of it fit for wheat. The soil of this section is as good as any part of Manitoba, and the climate, if anything, is milder.

"All observations tend to show that the whole Peace River country is just as capable of successful settlement as Manitoba. The soil seems to be richer—the country contains more wood; there are no saline marshes or lakes; the water is *all good*—there are no summer frosts—spring is just as early, and the winter sets in no sooner.

"About the 20th of April ploughing can commence on Peace River, and the same may be said of the Little Saskatchewan regions generally."

STOCK RAISING

"The country is well suited for stock raising throughout its whole extent. The winters are certainly cold, but the climate is dry, and the winter snows are light, both as to depth and weight. All kinds of animals have thicker coats in cold climates than in warm ones, so that the thicker coat counterbalances the greater cold. Dry snow never injures cattle in Ontario. No other kind ever fails in Manitoba or the North-West, so that there can be no trouble from this cause. Cattle winter just as well on the Athabasca and Peace Rivers as they do in Manitoba. Horses winter out without other food than what they pick up, from Peace River to Manitoba. Sheep, cattle and horses will require less attention and do not require to be fed as long as we now feed them in Ontario. Owing to the light rainfalls, the uncut grass is almost as good as hay when the winter sets in, which it does without the heavy rains of the east. In the spring the snow leaves it almost as good as ever, so that cattle can eat it until the young grass appears. From five to six months is about the time cattle will require to be fed, and shelter will altogether depend on the farmer.

"Five-sixths of all the timber is poplar, and is invariably a sign of dry soil and good land. Balsam poplar is very abundant on the islands in all the north-western rivers, oft-n attaining a diameter of from six to ten feet, even as far north as Fort Simpson. White spruce grows to a very large size on all the watersheds and slopes of the south bank of the Peace River, on islands in all the rivers, and very abundantly on the low lands at the west end of Lake Athaba-ca.

"The Peace River is navigable from the Rocky Mountains for at least 500 miles by river,—in none of this distance is it less than six feet deep. A canal of two miles would overcome the obstructions at this point. For 250 miles below this there is no obstruction except a rapid, which, I think, is caused by boulders in the channel. Their removal would probably overcome the difficulty.

"The Athabasca is navigable for 180 miles above Lake Athabasca. Between Lake Athabasca and the Arctic Ocean only one break exists, but this is fourteen miles across by land; after that is overcome, 1,300 miles of first-class river navigation is met with, which takes us to the Arctic Ocean."

GAME.

"The moose is still abundant on both sides of Peace River, and the wood buffalo is still found between the Athabasca and the Peace River, about latitude 57 deg. From 500 to 1,000 head is the estimate of the hunter. Black bears are very numerous on the upper part of Peace River, and furnish the chief food of the people in July and August. Cariboo are north and east of Lake Athabasca, and are the chief food of the Indians and half-breeds of that region. Rabbits are in immense numbers wherever there is timber, and are easily taken.

Waterfowl are beyond computation, during September, in the neighborhood of Lake Athabasca, and large flocks of Canada geese are found on Peace River all summer. Lynx, beaver, marten and fox, make up the chief fur-bearing animals."

COAL.

Large deposits of coal have been observed on the Saskatchewan between the Rocky Mountain House and Victoria, a distance of 211 miles.

Coal and ironstone may be said to extend almost all the way from the boundary to the Arctic Ocean. Gypsum of the very best quality, and as white as snow, was seen at Peace Point on Peace River, and for a distance of over twenty miles it extended on both sides of the river, averaging twelve feet in thickness.

The absence of autumn rains in the west is a priceless boon, as it enables the farmer to thresh and harvest his grain without injury, and besides gives him excellent roads when he needs them most.

After the middle of August the rains almost cease, and for ten weeks scarcely a shower of rain falls, giving the farmer ample time to do all necessary work before the winter sets in. These general characteristics apply to the climate of the whole North-West, and the same results are everywhere observed over tracts embracing **300,000 square miles of territory**. One important result of this peculiar climate is the hardness and increased weight of the grain caused by it. Another equally important fact is the curing of the natural hay, and horses and cattle do better to collect their own food on the prairie than to be fed with hay. All stock-raisers know that it is not cold that injures cattle or horses, but those storms of sleet or soft snow. Such storms as those are never seen in the North-West, and the cattle are never wet from November to April.

Many intelligent persons are afraid of the winters of the North-West, as they measure the cold by the thermometer rather than by their own sensibilities. It is not by the thermometer that the cold should be measured, but by the humidity of the atmosphere, according to its humidity so is the cold measured by individuals. All through the fall men never noticed a few degrees of frost, and it is no uncommon thing to see a man riding in a cart without his coat when the thermometer is below freezing point.

An atmosphere like this, with a soil of abounding fertility, extending over a region of almost boundless extent, causes one to feel that the words of Lord Beaconsfield were those of a far-seeing statesman, and that our great North-West is truly a land of "illimitable possibilities."

IN A FEW YEARS.

WHAT CAN BE DONE WITH A LITTLE CAPITAL, ENTERPRISE, AND INDUSTRY.

It will appear, from a comparison of the conditions of sale of lands by the Dominion Government and of the Canadian Pacific Railway Company, that if a family of four adults desire to settle together, they may obtain a really large estate on very moderate terms. For instance, each of the four members of the family may settle on the four *free homesteads*, of 160 acres each, in any even-numbered unoccupied section. Each may then purchase another 160 acres at \$2.30 (10s. stg.) per acre from the Pacific Railway Co., in the adjoining odd-numbered sections. This is the same price as that offered by the Government pre-emption in the Railway Belt with the exception that the Pacific Railway Company offer a rebate of \$1.26 (5s. stg.) per acre within three or five years following the date of purchase, on condition of cultivation. The settlers, while building on the homesteads and making cultivation thereon, would be able, within the time mentioned, also to cultivate the whole, or the greater part of the Pacific Railway lands. A family of four could in this way, in three years obtain a large estate of 1,280 acres of probably the richest wheat growing land in the world, at a mere nominal price, and thus secure a position, not only of comparative, but of substantial wealth. Farmers with sons can with great advantage avail themselves of these conditions.

Another instance is where two brothers might take up free homesteads and two quarter-sections of any Government lands, and pre-empt the remaining two quarter-sections, thus obtaining a whole section, or 640 acres, for their homesteads and pre-emptions. They could then purchase the whole of each of the four adjoining odd-numbered sections of Pacific Railway lands, and thus obtain between them a large estate of 3,200 acres.

The land policy of the Government of Canada, combined with the advantages offered by the Canadian Pacific Railway Company, is the most liberal of any on the Continent of North America.

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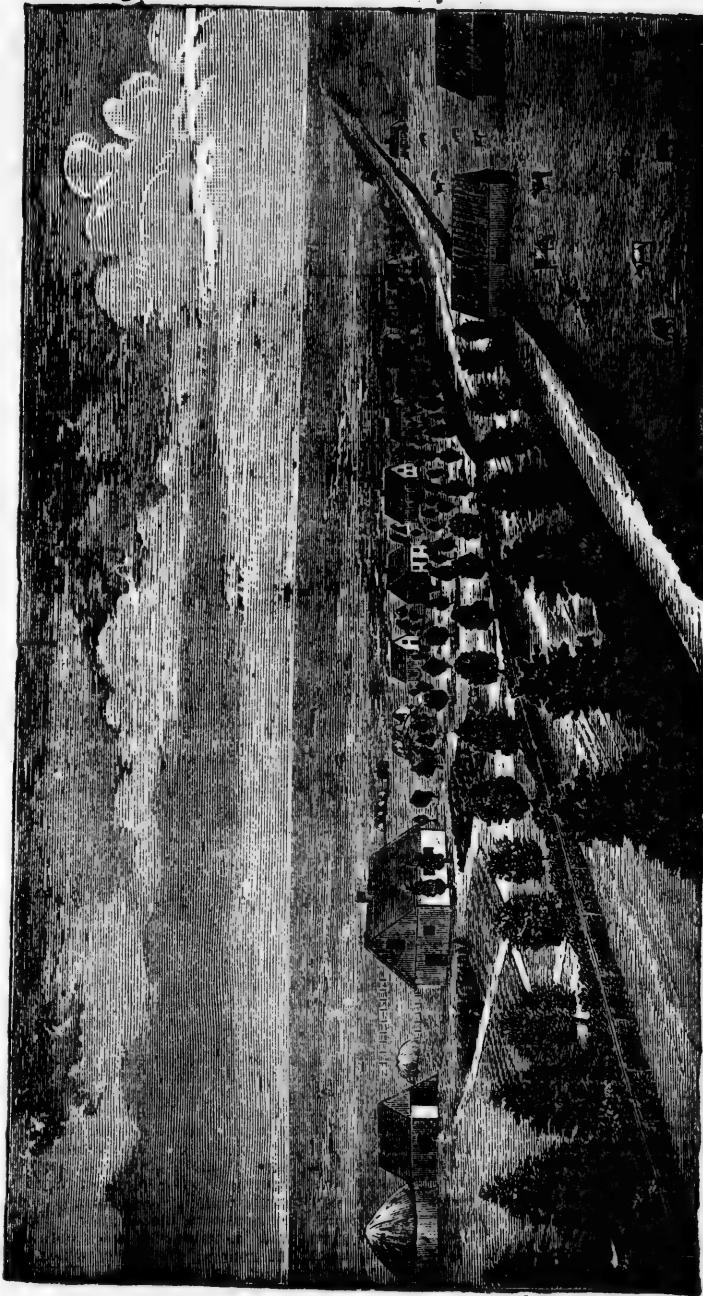
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AFTER THREE YEARS PRAIRIE FARMING.

THE FOLLOWING ARE THE OFFICES OF THE DOMINION GOVERNMENT IN GREAT BRITAIN.

LONDON.....	Sir Alexander T. Galt, G.C.M.G. High Commissioner for the Dominion. 10 Victoria Chambers, London, S. W.
LIVERPOOL.....	Mr. John Dyke, 15 Water Street.
GLASGOW.....	Mr. Thomas Grahame, 40 Enoch Square.
BELFAST.....	Mr. Charles Foy, 29 Victoria Place.
DUBLIN.....	Mr. Thomas Connolly, Northumberland House.

MAIN OFFICES IN CANADA.

HALIFAX.....	Mr. E. Clay, Halifax, Nova Scotia.
QUEBEC.....	Mr. D. Stafford, Point Levis.
DULUTH.....	Mr. W. C. B. Grahame.
WINNIPEG.....	Mr. W. Hespeler, Winnipeg, Man.

COST FOR TRANSPORT FOR CROP

Within two years, as soon as the other Canadian railways are completed, grain will be taken from any point as far west as Fort Ellice to Thunder Bay on Lake Superior, and put into elevators there, for probably 15 cents a bushel, but certainly never to exceed.... 20 cents Propellors will take it from the elevators, and passing through the Lakes and the enlarged Welland Canal, will deliver it in Montreal for..... 10 " From Montreal to Liverpool the average freight may be taken at 5s. sterling a quarter; which is equal to per bushel..... 15 "

Total..... 45 cents.

Farmers in Manitoba now state that the cost of raising wheat does not exceed, if it reaches, 40 cents a bushel. So that wheat will therefore be grown in Manitoba and delivered in Liverpool at a cost to the producer, including all charges for transport, of 85 cents a bushel, or 28s. 4d. a quarter.

With wheat selling in England at 40s. a quarter, there is thus an enormous profit to be made by the wheat grower in Manitoba and the North-West.

The average price of wheat in England for the 30 years from 1849 to 1878 was 53s. a quarter—the highest price being 73s. 11d. in 1855, and the lowest 39s. 7d. in 1851.

HUDSON'S BAY COMPANY.

LAND DEPARTMENT.

The Hudson's Bay Company are the owners of two sections of land in every township, Nos. 8 and 26, and have a large amount of city, town and village property throughout the country. Each section contains 640 acres and over 500 townships have been surveyed, containing 1,000,000 acres of which the Company owned 500,000 acres. The Land Department was organized under a special Commission in 1869. Hon. D. A. Smith accepting the important post, Mr. C. J. Brydges succeeding him in June, 1879. Since that time, under his judicious management, the Company have inaugurated a liberal policy in the sale of their lands and have largely aided the settlement and development of the country. The offices are located in a new and handsome building erected for the purpose two years ago on South Main Street, where courteous officers are always in attendance to give the enquirer such information as he may desire respecting the country generally and the lands of the Company in particular. The Company Head Offices are, however, located in Montreal. The plans of town sites surveyed for the Company, may be seen and will be courteously explained, and there is no doubt these properties are among the best opportunities for speculation in the country. The title to the Hudson's Bay Company is direct from the crown, and the terms of sale are both liberal and impartial. Respecting the lands of the Company, the general average of which is of a superior quality and of the best agricultural fitness, it is not the policy of the Company to

settle any portion of the country at the expense of another, therefore purchasers may depend upon receiving from the Land Department thoroughly unbiased reports of the different sections, and can rely upon any information obtained from the officers of the Company. During the year 1881, the Company have sold an average of 20,000 acres of land per month. The sales were mainly to settlers in the earlier part of the season, but speculators have purchased largely during the autumn. The sales up to November last averaged \$5.50 per acre, but have increased to \$6.50. In the past two and a half years the Hudson's Bay Company has disposed of property in the North-West to the amount of \$2,500,000, the bulk of the sales occurring within the year closed. As near as can be estimated the Company own 7,000,000 acres of land in the Canadian North-West, the demand for which increases steadily from month to month.

FROM HOME TO HOME.

Estimate of immigrant farmers outlay and requisite capital.

How much it will cost a family of five to make a home for themselves in the great West

FROM GREAT BRITAIN TO THE BRITISH NORTH-WEST.

We compile from the best authorities the following figures as to the smallest cost of establishing the British Emigrant on a homestead in the great "fertile belt," now being opened up by the Canadian Pacific Railway and being rapidly settled by Immigrants from the older provinces of Canada, Great Britain, the United States and other foreign countries:

Sea voyage, 3 adults at \$25, 2 under age at \$12.50 (assisted passages).....	\$100
Land transport from Quebec to Winnipeg, Manitoba, including cost of food while on the way.....	160
Board and expenses while making preliminary arrangements in Winnipeg, Emerson, Portage la Prairie, Brandon, or points on the line of the Canadian Pacific Railway west.....	10
Total outlay to time of leaving for homestead, not including outfit.....	\$270

OUTFIT.

Yoke of oxen	\$125
Wagon.....	80
Plows and Harrows.....	60
Chains, Axes, Shovels, etc.....	38
Stoves, beds, bedding, and other essential furniture.....	80
Building small house, etc.....	150
Homestead fee.....	10
Provisions for one year, say seed for first crop (wheat, oats and potatoes).....	25
Extras	100
Total outlay for first season	\$968

It will thus be seen that the farmer immigrant by careful management may leave Liverpool, or other British ports, arrive on a homestead with a family of five, build a house, raise a crop sufficient for another season's requirements for less than a thousand dollars (£200.)

He has a home for his family in the glorious west, the certainty of prosperity, and the prospect of every comfort.

Why should the industrious farmer hesitate?

Mr. James Riddell, of Mima, Province of Manitoba, recently contributed an article to the *North British Agriculturist*, in which he gave the following figures as the average cost per acre of wheat produced on his farm in 1879 and 1880:—

Ploughing.....	\$2 00
Seed.....	0 90
Sowing and harrowing.....	0 50
Reaping.....	0 65
Binding.....	0 85
Stocking.....	0 35
Carrying and stacking.....	1 10
Threshing.....	1 60
	\$8 05

TO MANITOBA !

When and how to go to the Prairie Province—From British Ports to Canadian Ports—Steamship Lines and Railway Connections—Quebec, Halifax and Portland—Advice about Sailing—A chapter of general information for the Immigrant.

The time has long since gone by when it was a question whether the man of limited means, with a family and but poor prospects in the Old World, could better his condition by going to the New World and striving to build up a home and a competence for himself and his family. There is no longer a question about his being able to do so; it is certain that any man who is able and willing to work, and who has any experience or adaptability for agricultural pursuits, can, in the course of a few years, build up a better and more prosperous future for himself and family in the thinly-settled Province of Canada than he can in the over populated districts of England, Scotland or Wales. Thousands have tried the experiment during the last quarter of a century and practically proved its success by securing comfortable homes in a comparatively short time, and thousands are yearly following in their footsteps encouraged by their success, and frequently helped by remittances from those who have done so well as to be able not only to support themselves comfortably, but to assist others who were left behind. The question now-a-days, therefore, is not whether to come to Canada or not; but when to come and how best to get there, and this chapter is intended as a guide to those who have determined to try their fortunes in the largest, most important and most flourishing colony of the British Empire. First, let us say a word as to

Who should come to Canada.

It must always be borne in mind that Canada is essentially an agricultural country; although we have immense forests, prolific fisheries and almost inexhaustible mineral wealth, still our rich soil, splendid pasture-lands and magnificent wheat-producing prairies are the very backbone of the country, and agriculture is yearly and yearly becoming more and more the staple industry of the country; therefore, the "tillers of the soil" are the class who are most needed here, and who are most certain of achieving success by steady industry. The agricultural resources of Canada are practically limitless, for in the vast prairies of the North-West we have a country, capable of producing the finest wheat in the world, which far exceeds in extent all the wheat producing territory of Europe combined; and almost the whole of this bounteous heritage is as yet untouched by the plough or harrow, and awaits the hand of man to burst forth into smiling crops of plenty. To the farmer, then, Canada offers the greatest inducements; but there is also scope for the labourer, the mechanic and the artizan; and the demand for these latter will increase as the country grows in prosperity and our manufactures become more thoroughly developed. During the past year the

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manufacturing industries of the country have greatly recovered from the depression under which they—in common with the manufactures of Great Britain and the United States—had been suffering for the past four years; and the present indications are that the recovery will be permanent, and the field for mechanical labour in Canada very much enlarged during the next few years. Professional and literary men and clerks are not advised to come, unless to fill up previously secured positions; but there is always a considerable demand for female domestic servants at good wages, and farm labourers, provided they are strong and healthy, can be sure of obtaining employment. The class, however, which is most needed and most sure of success is the tenant farmer—with some capital, or those who have some means and are inclined to adopt farming pursuits. Although the Canadian Government makes a free grant of one hundred and sixty acres of land to every actual settler, still a little capital is needed to stock it, erect buildings, etc., and the immigrant who has a couple of hundred pounds or so to begin with, starts under favourable circumstances which cannot fail to lead him to competency in ten or fifteen years, if he is steady and industrious. Having decided to come, the next question is

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How and when to come

In answer to the first we would say come by one of the steamship lines from Liverpool or Glasgow direct to Canada, landing at Quebec and thence pursuing the journey by rail to Manitoba or the North-West. In no case is it advisable to go by any of the American lines to New York or any other American port (except Portland in the winter) as they will prove more expensive in the end, and the immigrant will consume more time in reaching his destination in the North-West than by adopting the Canadian route; beside which he exposes himself to the risk of being swindled by irresponsible land agents and speculators, from whom he is protected in Canada, by the Dominion Government having responsible agents at all important points, to furnish immigrants with information and to direct them on their way. The three lines of steamers running direct to Canada are the Allan from Liverpool and Glasgow, touching at Londonderry; the Dominion Line, from Liverpool, touching at Quebec, and the Beaver Line from Liverpool. All these companies have local agents in all parts of England, Scotland and Ireland; and it is always best to apply to the nearest local agents who will furnish full information respecting rates of passage, dates of sailing, &c.; and supply the applicant with a number of pamphlets on Canada, containing information respecting public lands &c. If there does not happen to be a local agent, the application should be made to the Canadian Minister to England, at the Canadian Government Buildings, 31 Victoria Street, London, E.C., where prompt attention will be paid to letters or personal application, and the fullest information given to intending immigrants on all questions of interest to them. It is always best to purchase a ticket before leaving home, as a place in the ship is thereby secured and much delay and inconvenience avoided in Liverpool. In the way of general information it may, however, be stated that Thursday is the day for leaving Liverpool, and the day following from Londonderry or Queenstown, and that the rate for steerage passage is about £6, but some reduction is made to families. Crossing the Atlantic

In the Steerage

has lost nearly all the horrors which it entailed twenty-five or thirty years ago, when the trip had to be made by sailing vessels; the passengers had to furnish and cook their own provisions, and were huddled together like sheep in a pen without the slightest attempt at either decency or comfort. Now the various steamships bringing passengers to Canada have large and convenient steerages divided into compartments, one for married couples and families, another for single men and a third for single women; the company furnished three good meals a day consisting of meat, vegetables, bread and butter, coffee, &c., and there are a number of attendants to look after the comforts of the steerage passengers, besides a doctor to attend to their ailments. A separate sleeping berth is provided for each passenger, but he has to provide himself with a bed and bedclothes, besides a tin plate or two, knife and fork, wash-basin and drinking cup, all of which can be procured in Liverpool for four shillings;

but it will be as well to apply to one of the officers of the Company, or to the Dominion Immigrant Agent for advice where to get them, and so avoid imposition. Of course, these articles are the immigrants' property and will be useful to him after his arrival, especially on his journey by rail to the North-West, which occupies some days. We wish to impress on immigrants to Manitoba and the North-West, the desirability of coming direct to Quebec in the summer time, and not to fall into the error of taking a ticket for Halifax or any American port, as that involves a long and tedious railway journey and considerable additional expense. If the immigrant desires to come out during the winter months, when the St. Lawrence is frozen and navigation to Quebec is closed, then he should take his ticket to either Halifax or Portland, and come up to Quebec by the Intercolonial or Grand Trunk Railways.

When to come to Canada.

As a rule the immigrant should not come to Canada during the winter months, say, from December to April, as there is less chance of the mechanic or artisan obtaining employment then than at any other time; and, as the ground is covered with snow, there is, of course, no opening for the tenant-farmer or agricultural labourer until spring, which commences about the middle of April. Spring is earlier in Manitoba and the North-West than in the older provinces, and the immigrant leaving Liverpool about the middle of April, when the steamers begin running to Quebec, would arrive in Manitoba in plenty of time to take up his land, and have a season of seven months before him in which to build his house, get some of his land under cultivation and gather his crop before winter comes on. The spring, or early summer, is, therefore, the best time for the intending settler to come out, as it is also for farm and other labourers. Farm hands should recollect that although harvest time is the best for them, and they obtain higher wages then, it is better to come out before harvest, and endeavour to get an engagement by the year, thereby securing steady employment during the dull season. It is also well for farm labourers to remember that there is some difference between farming in England and in Canada, and that they will be much more valuable after they have spent a year here and learned "the customs of the country," than on their first arrival; and that, therefore, it is very unwise to refuse an engagement for a year because the wages appear to be a little low, or less than hands who have been for some years in the country are getting. Having settled the time of departure, the next thing for the immigrant to consider is—

What to take with him.

And here we may say that he will find it most to his profit and convenience to travel in "light marching order" and not incommoded himself with heavy and cumbersome articles which can be easily obtained in Canada as cheap, and in some cases cheaper, than in Great Britain, and better adapted to the climate and the country. Bedsteads, bureaus, carpets, and furniture generally should be sold off, but it will pay to bring good bedding, blankets, house linen, &c., and a good supply of woollen and other warm clothing which can be purchased cheaper in the United Kingdom than in Canada. There are also many little nick-nacks and useful household articles which will bring little or nothing if sold, but will come in very handy in the new house; but due care should always be taken as to size and weight. The steamship companies allow ten cubic feet of luggage free, and the railway companies 150 pounds of baggage free for each adult ticket; but all excess is charged for, and although the charge is moderate still it amounts to a considerable sum for a long journey like that from Liverpool to Manitoba. It is quite unnecessary for farmers, farm labourers, or mechanics to bring their implements or tools with them, as they can purchase them in the nearest town to their ultimate destination at moderate rates, and better suited to the country, in most cases, than what they would bring with them. There may be some exceptions with regard to mechanics having tools for special trades, but even then it will, in most instances, be found more convenient to have the money than to be encumbered with a lot of heavy tools. Such articles as are needed on the voyage should be packed in a valise or carpet bag and taken into the berth; everything else should be packed in boxes or trunks and plainly labelled

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with the passenger's name and destination, these will be placed in the hold and delivered at the port of embarkation. For wear on board, dark, warm clothes are best, and an old pea-jacket, and a heavy cloak or shawl will be found very convenient to have. There is one point on which intending immigrants should be very careful, and that is to see that every member of the family is in good health, for a strict examination is made before embarking, and none apparently affected by any contagious disease is allowed to sail.

On board.

Once fairly embarked the immigrant will do well to make himself thoroughly acquainted with the rules of the ship, which he will find hung up in the steerage, and which he is required to obey while at sea. The rules are not very numerous or exacting, but they must be adhered to, and the steerage passenger will find it to his comfort and convenience to comply with them, thereby conducing to his own health as well as that of others. Should he have any real cause of complaint, he should make it known to the Captain, who, with the Surgeon, is required to visit the steerage every day; but the steerage is so well conducted on the Canadian steamers that there is very little cause for complaint, and passengers should try to avoid giving unnecessary trouble by complaining without just cause. In case of sea-sickness there is scarcely anything to be done but to "grin and bear it," although, of course, if the sickness is very long or violent the doctor will attend the sufferer. It must be remembered that medical advice and treatment are included in the passage rates and there is no extra charge for either. Sea-sickness seldom lasts for more than two or three days, and the remainder of the trip will pass very pleasantly. Immigrants will do well to supply themselves with a few books and papers, or they may sometimes find the time hang a little heavily on their hands. During the spring and summer the passage seldom lasts more than from ten to twelve days; and in about that time after leaving Liverpool he can count on being

Landed at Quebec,

to which port only it is best to take a ticket, and there procure another ticket to whatever part of Canada may be desired. Immigrants' baggage is admitted free and includes all household effects, clothing, &c., but not uncut cloth in pieces; therefore, it is as well to be careful to have all clothes cut out at home and made up either there or on the voyage, which will find employment for the women and girls when they will be glad of something to do. It is well, also, to remember that the attempt to smuggle through the Custom House small parcels of dutiable goods might lead to very serious consequences, for although the Canadian Customs officers are very considerate with immigrants and save them as much trouble as possible, they are very severe with would-be smugglers. At Quebec the immigrant can get from the Government Immigration Agent all the information he requires as to the cheapest and best way to get to any part of Canada he may desire, and it will be found to save much time and trouble to consult him, or some of his assistants, instead of trusting to oneself alone. To reach Manitoba the quickest way is to go all rail by way of the Grand Trunk to Detroit, from thence, by way of Chicago and St. Paul, to Emerson, where the branch line of the Canada Pacific runs to Winnipeg, the capital of the Province; or, if a day or two longer makes no difference, it will be pleasanter to go by rail to Collingwood or Sarnia, from each of which places a line of steamers runs to Duluth, at the head of Lake Superior—the largest sheet of fresh water in the world—and from thence by rail to Winnipeg. The journey from Quebec to Winnipeg will take about six days, and the cost by immigrant train (3rd class) is about £5; it must be remembered, however, that this does not include meals; but at Quebec, Montreal, Toronto, and other points along the line the Government has erected depots for immigrants where an excellent meal can be had for twenty-five cents (one shilling) so that the cost of "living by the way" need not be very great. This chapter has been intended chiefly for immigrants coming out in the steerage; farmers and others of means who can afford to come out as saloon passengers are referred to the advertisements of the different Steamship Companies.

THE CANADIAN PACIFIC RAILWAY.

This gigantic enterprise—the most important undertaking of the nineteenth century—received its ratification from the Dominion Parliament on the 15th of February, 1881.

It will no doubt interest our readers to briefly review a work of such vital interest not only to the North-West, but to all portions of the Dominion of Canada, and in fact to the whole commercial and civilized world.

The inception of the work dates with the admission of British Columbia into union with the Dominion of Canada; one of the fundamental conditions of which union was, that a railway should be constructed, connecting the seaboard of British Columbia with the railway system of Canada.

It is unnecessary to relate the vicissitudes of the enterprise in attempting to carry out this condition.

It is sufficient to say that after several appeals to the country, and the "ins and outs" of three Ministries, it was finally demonstrated that the only practicable way by which the road could be constructed, so as to keep good faith with British Columbia and at the same time subserve the true interests of the Dominion at large, was by means of an incorporated company aided by Government grants of money and land. Accordingly such a company having been organized, and the preliminary terms and conditions agreed upon, and approved of, by the existing Ministry, the following Act of incorporation was, after a discussion of many days, passed in the House on the 15th February, 1881, by a satisfactory majority.

In accordance with an Act of Parliament of Canada passed on the 15th of February, 1881, His Excellency the Governor-General in Council ordered that letters patent under the great seal of Canada be issued incorporating George Stephen, of Montreal, Duncan McIntyre, of Montreal, Canada; John S. Kennedy, of New York, banker; the firm of Morton, Ross & Co., of London, England, bankers; the firm of Koon, Reinach & Co., of Paris, France, bankers; Richard B. Angus, and James J. Hill, of St. Paul, State of Minnesota; with all such other persons and corporations as shall become shareholders in the Company hereby incorporated, a body corporate and politic, by the name of the "Canadian Pacific Railway Company." The Act goes on to say: The capital stock of the Company shall be twenty-five million dollars, divided into shares of one hundred dollars each, which shares shall be transferable in such manner and upon such conditions as shall be provided by the by-laws of the company, George Stephen, Duncan McIntyre, John S. Kennedy, Richard B. Angus, James J. Hill, Henry Stafford Northcote, of London, Pascoe du P. Grenfell, of London, Charles Day Rose, of London, and Baron J. de Reinach, of Paris, are the first directors of the company, with power to add to their number, but the directors shall not in all exceed fifteen in number; and the majority of the directors, of whom the president shall be one, shall be British subjects. The chief place of business of the company is at the city of Montreal, but the company may from time to time, by by-law, appoint and fix other places within or beyond the limits of Canada at which the business of the company may be transacted, and at which the directors or shareholders may meet. The first annual meeting of the shareholders of the company for the appointment of directors was held on the second Wednesday in May, 1881, at the principal office of the company in Montreal.

The terms required were the deposit of a million dollars in cash as security for the construction, and the gauge to be four feet eight and a half inches. In respect to the quality and character of the work, the Union Pacific Railway was accepted as the standard. The work was commenced on the eastern section before the first of July, the central section by May, 1881, and the whole must be completed by May, 1891. The company can either pay the cost of building the portions under construction when completed, or assume the work at any time by paying the outlay. If they take up the portions under construction they must complete them before 1885. The British Columbia section must also be completed by 1891. The road will be the property of the company forever. When the portions under construction are completed, if not before, they will be handed over to the company. The subsidy is \$25,000,000 cash and 25,000,000 acres of land. The division of the subsidy is as follows: Money—for the central section, assumed at 1,350 miles, the first 900 miles at \$10,000 per mile, total, \$9,000,000; the second 450 miles at \$13,333 per mile, \$6,000,000—total, \$15,000,000; the eastern, or Lake Superior section, assumed at 600 miles subsidy equal to \$15,384 per mile, or \$10,000,000; total for both divisions, \$25,000,000. The land subsidy is thus divided: Central section—First 900 miles at 12,500 acres per mile—total 11,250,000 acres; second section, 450 miles, 16,666 acres per mile—total 7,500,000; total for the sections, 18,750,000 acres; the eastern section on Lake Superior, assumed at 650 miles, gets a subsidy equal to 9,815 acres per mile, or in all 6,250,000 acres; total for the whole line, 25,000,000. With regard to the respective sections the subsidy is to be paid and granted as each section or twenty miles are constructed and in running order. The Government grant water front facilities to the company and admit steel rails, fish-plates, etc., free of duty. The Government extinguish all Indian titles, the company to locate the line wherever they see fit, preserving the following terminal points, from Calendar station to a point of junction with the Lake Superior section and from Selkirk to the junction with western section at Kamloops by way of Yellowhead Pass. For

twenty years no line of railway is to be authorized by the Dominion Parliament to compete with the Pacific, except it be a line running west or south-west and then it must be fifteen miles away from the American Boundary. The property and capital stock of the Company to be free from taxation. The remaining provisions refer to the system of using the land grant bonds of the company.

THE ORGANIZATION.

Shortly after the ratification of the above contract by Parliament the directors of the Canadian Pacific Railway met in Montreal, when the \$5,000,000 of stock required to be subscribed by the terms of the charter were immediately subscribed by the contractors and their friends in London and Paris, and thirty per cent thereof paid in, and \$1,000,000 required to be paid to the Government as security for the performance of the work was deposited in the Bank of Montreal to the credit of the Finance Minister at Ottawa. The company was then fully organized by the appointment of George Stephen, of Montreal, as president; Duncan McIntyre, of Montreal, vice-president; and J. J. C. Abbott, Q.C., solicitor. Messrs. Stephen, McIntyre, Angus and Hill were chosen as an executive committee. Mr. Charles Drinkwater was appointed secretary and treasurer, and A. B. Stickney, general superintendent of the Western division. Arrangements were made for the immediate and rapid prosecution of the work of construction. The principal headquarters of the company were fixed at Montreal, and the old Consolidated Bank building secured for offices, which are now open for transaction of business.

The present eastern termini of the road are the City of Ottawa, the capital of the Dominion, and the town of Brockville, on the St. Lawrence. The line thence to Lake Nipissing, a total mileage of 290 miles, was acquired by purchase.

LAND POLICY.

The Company purposed to complete and have in operation 250 miles of the railway west of Winnipeg by the close of the present year, and to carry it to the foot of the Rocky Mountains, 650 miles further, by the end of 1884. The work of construction will, during the next ten years, afford employment to a large force of men and boys.

To encourage the rapid settlement of the country, the Canadian Pacific Railway Company will be prepared until further notice, to sell its lands at the low price of \$2.50, or ten shillings sterling an acre, payable in instalments, and further make an allowance by way of rebate from this price, of \$1.25, or five shillings sterling for every acre of said lands brought under cultivation within three to five years following the date of purchase, according to the nature and extent of the other improvements made thereon.

Contracts at special rates will be made for lands required for cattle raising and other purposes not involving immediate cultivation.

Intending settlers and their effects, on reaching the Company's railway, will be forwarded thereon to their place of destination on very liberal terms.

The 800 miles of road west of the Red River, commencing at Winnipeg, Manitoba, runs through one of the finest agricultural countries in the world, the settlement of which has hitherto been impeded by the want of railway facilities, but is now making rapid progress. It is estimated 20,000 immigrants have arrived in the North-West during the past season. "The applications for land last summer from private settlers amounted to about 360,000 acres, and negotiations are now progressing with several Land and Emigration Companies in Europe and Canada involving a total of nearly three million acres." [See Canadian Pacific Railway Company's Official Advertisement of Land Regulations elsewhere.]

OTHER RAILWAYS UNDER CONSTRUCTION AND PROJECTED.

CHARTERS GRANTED BY THE DOMINION PARLIAMENT AND LOCAL LEGISLATURE.

Five years ago there was not a mile of railway in operation in the Province of Manitoba, but to-day, as will be seen by the map, a perfect net-work of steel rails are being thrown down in all directions. Besides the great national highway, the Canadian Pacific Railway, the following lines have been chartered and will shortly be in operation.

Those granted by Dominion Legislation are,

SOUTH SASKATCHEWAN VALLEY RAILWAY COMPANY.—From a point on the line of Canadian Pacific Railway, west of Province of Manitoba, between U. S. boundary and 61st parallel, to be fixed by Governor-in-Council, south-westerly in direction of the Souris, and thence westerly to Rocky Mountains on a line to be approved by the Governor-in-Council. Capital \$5,000,000. To be commenced not later than the time when the Canadian Pacific Railway shall be completed from Red River to the point approved by the Governor-in-Council for commencing the S. S. V. R. R., and not less than 20 miles a year to be built thereafter. Provisional Directors, Andrew Robertson, Donald McInnis, John Ross, M. H. Cochrane, Duncan McIntyre, J. R. Thibaudeau and James Turner.

NELSON VALLEY RAILWAY AND TRANSPORTATION COMPANY.—From the north shore of Lake Winnipeg, or on the navigable waters of any river flowing north-west from said lake, to a point at or near the Churchill River, at or near the shore of Hudson's Bay, with power to own or charter vessels and build telegraph lines. Route of road to be approved by Governor-in-Council. Capital \$2,000,000. Provisional Directors, Hon. Thomas Ryan, Hon. John Hamilton, Peter Redpath, George A. Drummond, Alexander Murray, Duncan Macarthur and Alexander Smith. To be commenced within 2 years and completed in 6 years.

SOURIS AND ROCKY MOUNTAIN RAILWAY.—From a point on the Canadian Pacific Railway to be fixed by the Governor-in-Council, westerly to the Rocky Mountains, between U. S. boundaries and 51st parallel, with a branch line southerly to or near Souris coal fields. All lines to be approved by Governor-in-Council. Capital \$2,000,000. To be commenced not later than the time when Canadian Pacific Railway is built to the point fixed by Governor-in-Council for commencement of S. & R. M. R. Provisional Directors, John Fiskin, Warring Kennedy, Archibald Young, Hon. M. N. Kennedy, Wm. Bannerman, G. M. Butchart, John Smith, John J. Taylor and D. L. McLaren.

WINNIPEG AND HUDDON'S BAY RAILWAY AND STEAMSHIP CO.—From City of Winnipeg, or near, to Port Nelson, or some other point on Hudson's Bay near the Nelson River, either all rail or by utilizing water stretches; and to own or charter steam or sailing vessels for use on such waters or from terminus to Europe or elsewhere. Capital \$2,000,000. To be commenced in 2 years and finished in 6. Provisional Directors, Andrew Wilson Le'l, Wm. Bannerman, Charles Smith, William T. McLeod, Peter Jackson Brown, John C. Schultz, Hugh Ryan, John G. Haggert, Joseph Riopelle, Hugh Sutherland, Alexander Barnet and Edmund Elliott.

MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY.—From Winnipeg through South-western Manitoba. Now under construction running through a magnificent country. (See map.)

WESTBOURNE AND NORTH-WESTERN RAILWAY.—From Canada Pacific, between Poplar Point and western boundary of Province in a north-westerly direction, east of Riding Mountains, to northern or western boundary of Province. Capital \$100,000. To be commenced in 2 years and finished in 5 years. Provisional Directors, George Brown, Hon. M. N. Kennedy, Hon. C. P. Brown, John Smith, J. A. K. Drummond, James Cowan, David Young, Hon. D. M. Walker, John A. Davidson, W. E. Sanford and George Winks. (This road is chartered by the Local Legislature and is being rapidly built.)

OTHER CHARTERED COMPANIES.

To give the reader an idea of the large amount of capital finding investment in the enterprises called into existence by the progress and promise of this great country, we append a list of Corporations chartered by the Government by Letters Patent during the past five years.

CHARTERS BY LETTERS PATENT.

North-West Trading Company, capital \$100,000, 22nd July, 1875.

North-West Transportation Company, \$300,000, 5th March, 1877.

Saskatchewan Transportation and Trading Company, capital \$200,000, 3rd April, 1877.

Winnipeg and Western Transportation Company, capital \$50,000, 6th June, 1878.

Keewatin Lumbering and Manufacturing Company, capital \$80,000, 10th July, 1879.

North-West Drainage Company, capital \$10,000, 15th August, 1879.

Canada Pacific Express Company, capital \$50,000, 10th May, 1880.

Northern Transportation Company, capital \$25,000, 27th May, 1880.

British and North-West Colonization Company, capital \$200,000, 16th July, 1880.

Canada Lake Superior Transit Company, capital \$150,000, 22nd September, 1880.

Great Northern Transit Company, capital \$200,000, 17th September, 1880.

Souris Coal and Fuel Company, capital \$300,000, 3rd December, 1880.

Great North-West Telegraph Company, to erect and work Telegraph Lines, between any points in the Dominion, to connect with American lines, amalgamate with the Manitoba Telegraph Co., and lease other lines. Capital \$400,000 to \$600,000. To be commenced within 2 years.

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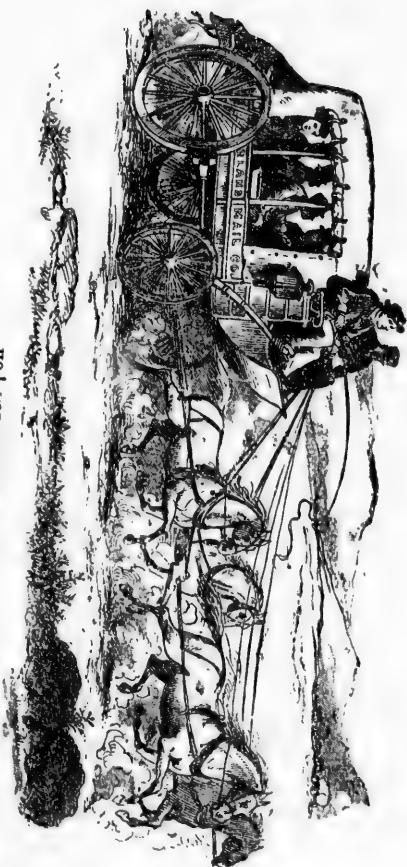
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CHARTERS APPLIED FOR 1882.

The following is a record of progress in the North-West, with a summary of notices of applications to the next session of the Legislature for various Acts of incorporation:—

Lake Manitoba Steamship and Reaburn Junction Railway Company applies for incorporation, with power to build and operate a railway, beginning at Reaburn on the main line of the Canadian Pacific Railway, at or near section 3, township 13, range 3 west, and running in a north-westerly direction to Lake Manitoba, and to build and construct steamboats or other vessels to run on the Lake and its tributes.

The Manitoba Central Railway Company proposes to build and operate a railway from Winnipeg running in a southerly direction through Morris to the southern boundary of the Province, at or near West Lynne, with power to build a branch starting at Morris and West Lynne, and running westerly to Portage la Prairie on a point near that place and the western boundary of the Province, and also to build a branch starting at Morris and running easterly or south-easterly to the eastern or southern boundary.

A Company is proposed which shall construct and operate a railway from a point in or near Portage la Prairie, to a point west of the eastern boundary of range 10 east to the principal meridian, and at or near the south-east corner of township one in range 10 east, and for other purposes.

Then the Pembina Valley Railway Company aims to build a railroad from Calf Mountain or thereabout and running westerly through the town of Pembina Crossing and Clearwater, and thence north-westerly to the western boundary of the Province. The Portage and Souris Railway Company asks for power to build and operate a railway from Portage la Prairie to a south-westerly direction through the county of Norfolk to a point on the western boundary of the Province at or near the township six, with power to build a bridge or bridges and to erect and operate telegraph lines along the route of the railway and to build a branch or branches running in a northerly direction to the boundary.

A Company proposes to construct and operate a railway from some point in township "13," range "20" west, at or near Rapid City, to a point in township "23" range "29" west, and thence with a branch south-easterly to a point or points in township 7 or 8, range 18 west, near Milford, and with power to construct and operate other branches in any other direction, and to connect and effect a junction with the Emerson & North-Western Railway, or other roads in an easterly or south-easterly direction.

Application is also to be made to incorporate the De Winton & Manitoba Central Railroad for the building of a railroad from De Winton station of the Canadian Pacific Railroad in a northerly direction into the Valley of the Little Saskatchewan and to the northerly boundary of the Province.

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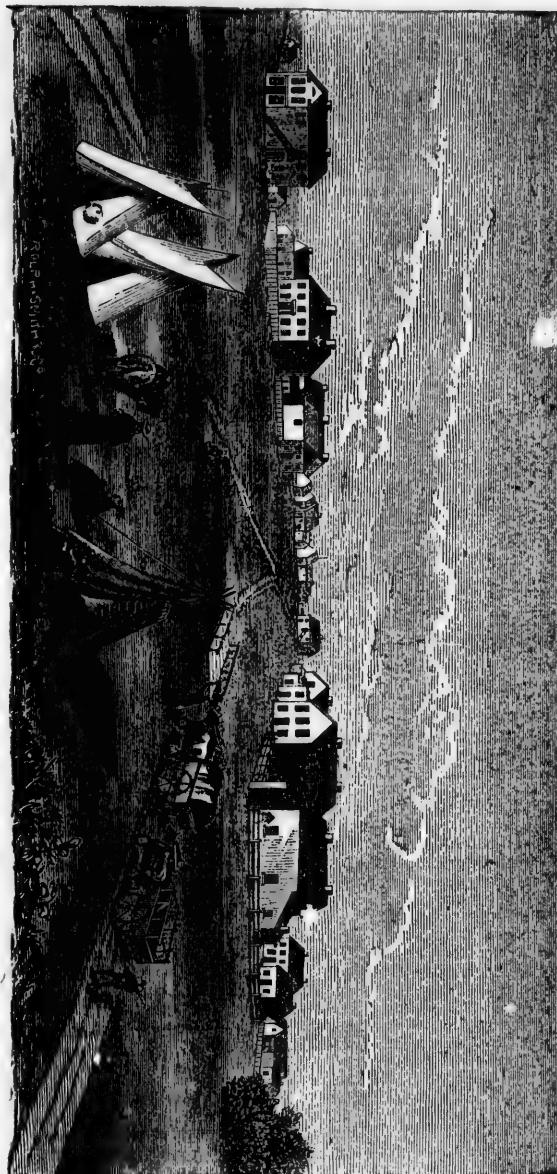
ON THE RED AND ASSINIBOINE RIVERS, LAKE WINNIPEG AND OTHER WATER-COURSES.

The Red River is navigable for 400 miles from the mouth at Lake Winnipeg, and the Assiniboine 200 miles from its junction with the Red River at Winnipeg. Lake Winnipeg is also navigable, and with but one interruption at Grand Rapids near its mouth, the Saskatchewan with its two branches is navigable for over 1,200, making a promising highway for commerce.

There are three companies owning and running some twenty large flat bottom steam-boats, which have an immense carrying capacity. During the season a large amount of freight is transported to and from the interior.

INLAND TRANSPORTATION.

Besides railway and steamboat communication enterprising companies have established mail and stage lines which carry freight and passengers from the termini of railways and other points hundreds of miles into the interior. The great pleasure of a drive over these garden prairies cannot be exaggerated, and to those who do not care to buy an outfit, the fast travelling of the stage coach will be enjoyable and profitable. Messrs. McLane & Sinclair operate the leading stage lines.



VIEW OF WINNIPEG, 1871.

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BIRD'S-EYE VIEW OF WINNIPEG.

WINNIPEG:

1871 to 1882.

THE PHENOMENAL CITY—ITS WONDERFUL GROWTH AND PROSPERITY.

There is no city, in either Canada or the United States, that has perhaps attracted so much attention during the last few years as Winnipeg, and it owes this exceptional fact to its having around and beyond it one of the largest and most fertile tracts of country on the habitable globe. It has, through this source, become the metropolis of what, in the not distant future, will doubtless prove one of the most wealthy and prosperous portions of this continent. It is only fitting, therefore, that a city regarding which there is so much inquiry should have its material prosperity and rapid growth made known, and such information afforded as will forever silence those who conjure up in their minds that too flattering a picture is drawn of what was once known as the Great Lone Land, or that the expectations of the citizens of its chief city will ever be realized. Facts are stubborn things, and these are the arguments we purpose adducing in support of our assertion that no city in America has equalled the unparalleled success attained by Winnipeg in less than a decade. It is frequently compared with Chicago in this particular, and very naturally so, as the circumstances surrounding the early growth of both cities are not dissimilar, with exceptional advantages in favor of Winnipeg. The site of the city is favorably chosen at the confluence of two great navigable streams—the Red and Assiniboine Rivers—into which many smaller streams flow. Through the medium of the first river, connection is had with Lake Winnipeg and all rivers having an outlet into that large body of fresh water. These rivers and lakes give Winnipeg a system of inland navigation possessed by few other cities in either the Dominion or neighboring Republic, and with slight improvements must ensure a large mercantile marine, and additional commercial prosperity to this growing city.

Prior to 1870 the town was nothing more than a chief trading post of the Hudson's Bay Company, whose headquarters were for years at Fort Garry, whose embankments, now *en dash* *still*, are still the object of much curiosity to tourists and others visiting the city. At that date the population was estimated at 300 souls, and of these the greater number were half-breeds and Indians who did service for the Hudson's Bay Company; besides these,



MAIN STREET, 1882.

however, there was the nucleus of what has since proved to be a populous city, and one that is destined to occupy a far greater and more important position than it has yet attained. In addition to the facilities afforded for inland navigation, railway enterprises in operation, and others projected, give every indication of Winnipeg very shortly becoming a railway centre that will rival Chicago itself. It is fair, then, to assume that a city, with facilities for navigation to the coal mines of the Souris and to the coal systems and richer auriferous deposits of the mighty Saskatchewan, together with railway facilities to the Eastern Provinces, to the United States, and to the interior of the great North-West, must become the entrepot of a great commercial community. After the Red River troubles had been suppressed, more than ordinary attention was directed to the North-West, and a tide of immigration set in which gave Winnipeg its first impetus as a rising city.

The growth of the city since has been marvellous, and a source of astonishment to citizens as well as strangers. In the interim, Manitoba was constituted a Province of the Dominion Confederation, with Winnipeg as the provincial capital, and, last year the Dominion Legislature gave the Province an increase of area placing it politically on a footing with the older Provinces and giving her a position of equal prominence on the map of the Dominion of Canada. This gives a metropolitan character to the place, and has brought the element of political autonomy in its train, making it the headquarters of the Provincial Government, where the residence of the Lieutenant-Governor and all the public departments of the Province are located, as well as the Superior Courts and court house and jail. The Dominion Government, too, have made this city the headquarters for locally transacting business in Manitoba and the North-West. Notably amongst these are the Customs, Inland Revenue, Immigration, Dominion Lands, Receiver General, Crown Timber, Canadian Pacific Railway, Indian and Post Office Departments. Shortly after—in November, 1873—the city was incorporated, and from the 1st January, 1874, may be dated the commencement of its civic career, at which time the population did not exceed 2,000, whereas now it numbers more than 15,000 souls. The assessment of real estate, too, which at that time was but a little over \$2,000,000, has, in 1881—less than six years—increased to nearly \$10,000,000, but during 1882, property has increased so marvellously that the coming assessment will reach over \$15,000,000, building sites on the Main street having sold at \$1,000 per foot front.

The sum of \$1,000,000 was expended in the erection of buildings during the season of 1880, and this did not include buildings under way, such as the Merchants Bank, Manitoba Club, Parliament House, Lieutenant-Governor's residence, and other handsome private residences, nor the outlay by the city corporation in street improvements, drainage, sidewalks, etc., nor the laying down by the Canadian Pacific and Manitoba South-Western Railways of a large mileage of Railways in and around the environs of the corporation, which is estimated at \$350,000. At the close of 1881 over \$1,500,000 had been invested in buildings and improvements in addition to the foregoing figures, besides the bridges built over the Red and Assiniboine Rivers.

In this connection it will be interesting to note, from a computation by the city registrar, that the sum of about \$2,300,000 was invested in real estate within the city limits during the year, involving transactions amounting to an average of about \$55,000 each week by real estate agents and private individuals. The rise and progress of the thriving suburbs of St. Boniface and St. John's hinge so much upon that of Winnipeg, that to all intents and purposes they might virtually be assumed as legitimate portions of the city.

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During 1881, the sales of real estate within the city limits it may be safely assumed increased 80 per cent over the preceding year, and that an average of 50 per cent advance was obtained—at least an additional million dollars will have been spent in building operations by the close of the year, and it may be said that the structures are of a superior class and will compare favorably with business houses in other cities.

The mercantile and commercial interests of Winnipeg are as yet but in their infancy, but giant strides have also been made in this direction. There are at present five banks in the city, all doing a large business—the Merchants', Bank of Montreal, Ontario Bank, Imperial, and Union, besides four private banks, and a prospect of two or three more opening agencies early next year. The wholesale mercantile trade is fast rising into importance, and an enormous business has recently been developed in the North-West. Goods are being daily carted to the Railway depots and steamboat wharves, while myriads of traders with the traditional Red River carts, carry an enormous tonnage over the plains as far west as the Rocky Mountains. There is also a number of fine retail houses in the mercantile lines as can be found in either Montreal or Toronto, and all doing an immense amount of business.

In 1873, out of thirty-six Inland Revenue Divisions, Manitoba stood thirty-sixth on the list. In 1880, out of thirty six divisions, Manitoba stood in its collection and business, twelfth on the list. The facilities for commerce, although very great, are found to be unequal to the requirements of the city, and its rapid growth. The Red River is navigable for 400 miles from its mouth at Lake Winnipeg, and the Assiniboine 300 miles from its junction with the Red River. Lake Winnipeg is also navigable, and with but one interruption at Grand Rapids, near its mouth, the Saskatchewan with its two branches is navigable for over 1,200 miles, making a promising highway for commerce. The industries of the city are as yet in their infancy, but when the drawback occasioned by the previous scarcity of fuel is taken into consideration, it will be admitted that the record in this direction is a creditable one for two or three years. Within the last year or two there has been material progress made in both the character and design of many of our public and private buildings. A good class of artizans have arrived in the city, and in the general growth of Winnipeg their handiwork has been one of the principal elements in the success that has been attained. Several brick-yards have been established during the year, which, with those previously in operation, must have manufactured 20,000,000 this season. There are three grist mills, two foundries, machine shops, six steam saw-mills and lumber establishments, four breweries, two malt houses, one distillery, two cigar manufacturers, four furniture warehouses and manufactures, soap factories, a biscuit factory, and also a number of carriage and blacksmithing establishments. In this connection it may be mentioned that five or six of the leading agricultural implement manufacturers of Canada and the United States have handsome warehouses, doing a rushing trade here; in fact, it may be stated, without fear of contradiction, that in no other place in the Dominion is there so large a trade done in farming implements as in Winnipeg. There are some fifty-five hotels in the city, some of which are very commodious houses, and a great improvement on what existed even three years ago. There are three daily newspapers, also job printing establishments and book binderies. There is a manufactory in which stone of a very good quality is made. There are, in addition to the above, a number of minor industries called into active operation by the requirements of this busy community.

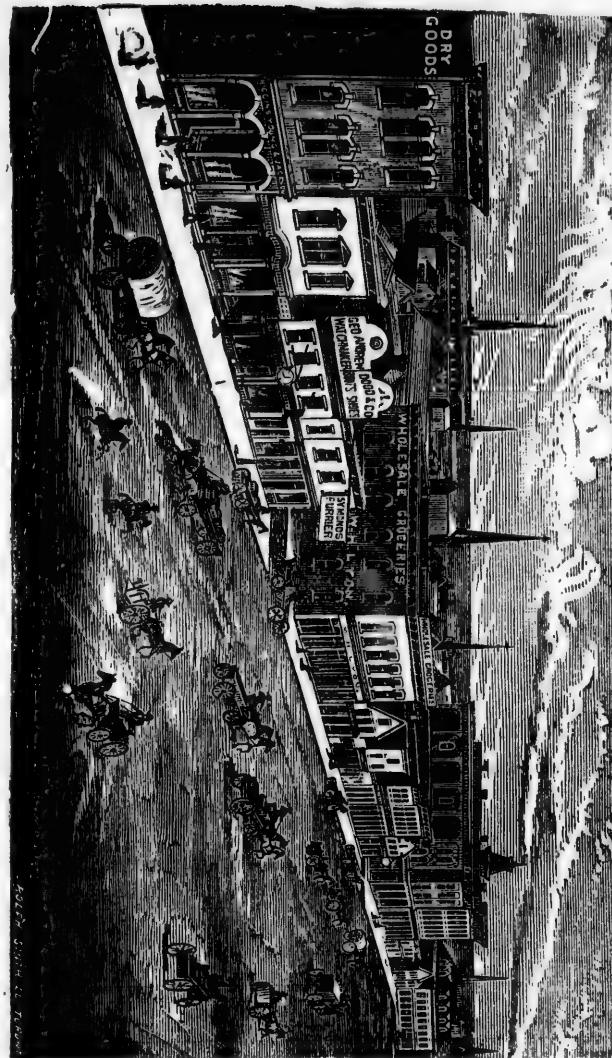
As will be seen by the illustrations of Winnipeg, in 1871, in 1879, and the bird's-eye view of the city in 1881, together with the view of Main Street, immense progress has been made in the commercial development of this "phenomenal city," and in its material growth—what was a hamlet ten years ago is now a thriving city of 15,000 people. From the latest information received while this work was in press, it is estimated that several millions of dollars have been received through banks and loan associations for investment in Winnipeg and its suburbs each month during the past season. To older communities fabulous sums seem to have been paid for properties within the city limits; but these transactions, surprising as they may be, are justified by the volume of business done and by the expectations formed of the future of the metropolis based upon the experiences of the past. Surrounded as this great North-Western distributing centre is by an inexhaustably fertile country, with great railway and river communication and transportation facilities, no wonder there is anxiety on the part of "the men who have made it," and outside speculators to invest in its properties and profit by its wonderful growth and advancement. We do not believe we use the language of exaggeration when it is stated that no city on this Continent has made such rapid and substantial increase in commercial power and general development during the time of its existence. The writer can point to fifty young men who arrived in Winnipeg without \$300 three years ago who are now worth \$25,000 each, and there are many prominent merchants in the city to-day who can boast of a handsome fortune who had only a few hundred dollars to invest in business when they started operations in Manitoba a few years ago. Certainly there has been a great amount of speculation and consequent excitement, but those who have predicted failure or misfortune are still waiting for the fulfilment of their prophecies, and are likely to do so for many years, for no city on the Continent of America has more brilliant prospects, or a more favorable situation geographically, as the distributing market of the greatest wheat-growing country in the world.

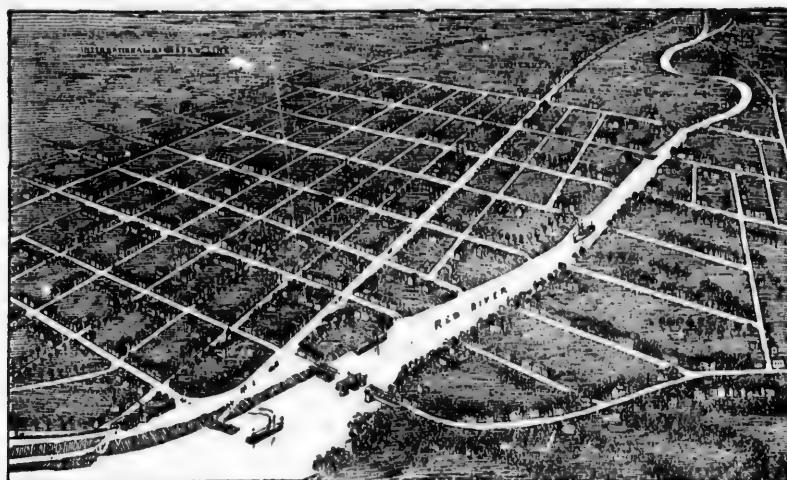
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WEST SIDE MAIN STREET, 1879.





BIRD'S-EYE VIEW.

EMERSON.

The City of Emerson, the "Gateway City" of Manitoba, was incorporated as a city in 1880, having a population of over 2,000 inhabitants. The original town site was laid out by Capt. Thomas Carney, the present mayor of the city, and the representative in the Local Legislature of the County of Emerson, and by Mr. W. N. Fairbanks, both leading men in commercial circles. Emerson started into existence in June, 1874, and in six years has made giant strides commercially, ranking second in point of size and importance in the new Northwest, having displayed a spirit of enterprise which, it emulated by other rising towns in the new country, will accomplish in a few years, for the commerce and trade of the country generally, such marvellous growth and progress as will surprise the world. The city is situated on the east bank of Red River, a short distance from the international boundary, and is the terminus of the Pembina Branch of the Canadian Pacific Railway where it connects with the St. Paul, Minneapolis and Manitoba Railway, which is the first link in the chain of the great American system of western railway communication which begins or ends here. It is a port of entry for Manitoba and contains, besides a Dominion custom house, land office, etc., railway, steamboat, stage, express, telegraph offices, and many imposing mercantile and private buildings, including an opera house, city hall, etc., etc. The growth of the city in all departments has been remarkable, and is due largely to the liberality and enterprise of its founders and the business men generally. A handsome traffic bridge has recently been built across the Red River at a cost of \$36,000 by the city, which gives communication with the wheat fields of Southern Manitoba, and will draw the trade of this fertile country to the doors of the mercantile men of Emerson, who unitedly and with rare enterprise, completed the first free traffic bridge over the Red River.

The bridge itself may be described as follows: It consists of two spans, 85 feet each, and one swing bridge 145 feet in length, with two shore approaches on piles. The piers, which rest upon pile foundations, are five in number, and are built of oak crib work with stone fillings. The superstructure is built upon what is known as the "combination Howe-truss" principle, the lower chords and other tension members being of iron, and the compression members of wood. The roadway is 16 feet in clear width, leaving room for teams to pass. The swing bridge, when open, leaves two clear channels of 60 feet each.

"Two years ago Emerson was only a small hamlet, with streets and town site generally much as Nature made them, even Dominion Street, the business thoroughfare of the town, being overgrown with scrub, from the Martin House to the present railway station, while lots on said streets that are to day worth \$5,000 could at that time be purchased for \$200. Three general stores, two hotels, one law office, a tailor shop, a livery stable, a blacksmith shop, an

agricultural implement warehouse, and last, but not least, a school house 15 x 24, three small church edifices, one about 12 x 15, and a few dwelling houses, comprised the entire business, educational, religious and social interests of the town of Emerson in November, 1878, only thirty-six months ago. To-day the straggling hamlet in this brief space of three years has grown into a vigorous and thriving young city, with a mayor and Council; a fire department, engine house and a \$5,000 steam fire engine, a school board, and all the machinery of a prosperous corporation. This 15 x 24 schoolhouse has given place to a handsome and substantial brick edifice erected at an expense of over \$5,000. Six substantial church edifices adorn the town, while six resident ministers look after the spiritual affairs of the place. The business interests of the town have developed proportionately, and now numerous general stores, hardware, dry goods, grocery, furniture and drug stores; six hotels, some of them unsurpassed by anything in the Province; three extensive lumber yards, with sales amounting this year to ten millions of feet; six large agricultural implement warehouses, two banks, and five or more representatives of every line of business, trade and profession, supply the wants of a rich, fertile and well settled section east, north and west, while the assessed valuation of the town had reached the comfortable sum of seven hundred thousand dollars."

Emerson will become a railway centre. Numerous roads pointing in this direction, among which might be mentioned the Duluth & Emerson Air Line, already chartered and having a valuable land grant, and intended to connect with the Canadian Pacific at this point. Then there is the Emerson & North-Western Railway, which has been surveyed and will shortly be built. The building of this road has been undertaken by the CANADIAN PACIFIC RAILWAY CO., the City of Emerson having with unusual enterprise, even in this enterprising country, subsidized them liberally to carry out the conditions of the charter.

One daily newspaper, the *International*, and a semi-weekly journal, are published in Emerson.

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PORTEAGE LA PRAIRIE.

The Town of Portage la Prairie was incorporated in 1881, and like other stirring business centres in the Canadian North-West, has, in a few years, sprung from a village of a few houses to a town of importance, with large commercial interests and brilliant prospects. In 1873 the population was probably two hundred souls, to-day there must be nearly three thousand people who live by the business carried on in this go-ahead "Prairie" town. Portage la Prairie is the county town of Marquette West and is the seat of the county court and registry office. It is on the Assiniboine River, 65 miles from Winnipeg, and is on the line of the Canadian Pacific Railway. Large and flourishing settlements surround it, and a good trade is being done with Western Manitoba and the North-West Territories. During the coming season there will be daily communication with Winnipeg, both by river and rail, and to and from the West, as far as Fort Ellice, steamboats will navigate the Assiniboine and bring trade to the town from the rapidly growing settlements of the North-West, while as the C. P. R. progresses rail facilities will be offered the merchants and Portage la Prairie will compete with Winnipeg for her share of the western trade. Besides several hotels, saw and grist mills, breweries, banks, mercantile houses, etc., this place is well supplied with churches, schools, etc., and has all the machinery of a prosperous and growing town, whose future prospects justify new enterprises, extensive building operations and the investment of large sums of money generally.

A few years ago town lots could be purchased at from \$15 to \$50 and to day the same property is held at from \$500 to 5,000. Without using the language of exaggeration, it may be said that the future of Portage la Prairie will be a brilliant one. Besides an excellent location on a navigable river, it is situated in the midst of a wonderfully fertile country which is already closely settled and boasts some of the finest farms in the North-West. Large building operations are projected for next season, and a large amount of capital will find its way to the profitable investments offered in every department of trade and commerce. We predict considerable rivalry in the embryo cities of the North-West, and while the competition thus excited is healthy and inspiring, the "Portage," composed of a community of active self-made and liberal business men, will be sure to hold her place in the front rank as a distributing market and trade centre of Western Manitoba and the North-West.

A branch of the Ontario Bank is doing a large and profitable business here, and branches of private Banking Houses are enjoying comfortable positions for money making.

Fifty miles of the Portage la Prairie, Westbourne, and North-Western Railway have been graded and the rails are being rapidly thrown down. The building of this road may be said to settle any doubts as to the future of this place. Large mills and elevators are projected, and the coming year will chronicle a vast increase of the grain trade and giant strides will be made in general commercial progress and in the development of new manufacturing enterprises. Already these industries are of no mean order, as will be seen by the many smoke stacks and the looming up of large buildings. The demand for eligible property, especially business sites, is great, and values have increased in some cases a hundred-fold the past season. As with Winnipeg, Emerson and Brandon, many comfortable fortunes have been made out of real estate transactions in Portage la Prairie. There are two newspapers published here which compare favorably with the best journals of the country and whose editorials aid largely in developing enterprise and advertising the attractions of the town and surrounding country. The *Marquette Review* was the first paper started and has now a large and influential circulation. Recently a new journal has been established, the name of which we have not yet received.

GAZETTEER

— OF —

TOWNS, VILLAGES AND SETTLEMENTS

— IX —

MANITOBA

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NORTH-WEST TERRITORIES.

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In attempting to compile a correct and reliable GAZETTEER for the Canadian North-West, where changes are so rapid, and where new towns spring into existence every few weeks, we have undertaken a difficult task, and one not easily fulfilled satisfactorily. It has been our aim, however, to collect such information from *those on the spot* as will serve the interests of our readers, and we shall trust to future editions to make the necessary amendments and alterations.

ALEXANDRIA.—Township 2, Range 6, west. A well settled township, south west of Pembina Mountain, having a post office, general stores, &c.

ARCHIBALD, P. O.—Tupper Township, Range 9, west. Pembina Mountain district, 80 miles S. W. from Winnipeg, on projected line of South-Western Railway. A post office, hotel and store are already established. The township is well settled. Big Pembina River runs through, and Bethune's Lake is situated in this township.

ARGYLE.—Township 14, Range 2, west. In one of the half-breed reserves, but now largely occupied by a thrifty class of farmers. Has a post office 12 miles from Railroad Station at Stonewall.

BAIE ST. PAUL.—On the Assiniboine, about thirty miles from Winnipeg, is a very flourishing settlement with a population of over 1,000. The parish was established in 1832, by Rev. George A. Belcourt, and a Roman Catholic church built, which was succeeded four years ago by a very large and handsome structure. The town has several schools, hotels, post office, stores, &c., and the registry office for Marquette East.

BALMORAL.—Township 15, Range 2, east, 8 miles north from Stonewall, on line of the C. P. R. West is a well settled township with good soil, and is abundantly supplied with wood, has several schools and churches,

and on Section 7 a store, blacksmith shop, and post office. A grist mill is soon to be erected.

BATTLEFORD, N.-W. T.—Is the Capital of the North-West Territory, and is well situated on the south bank of Battle River, about two hundred feet above the waters, almost at the confluence of that river with the Saskatchewan, which is navigable to this point, and on which the Hudson Bay Company has steamers running. Government House is a fine edifice, and with the offices of the Stipendiary Magistrate and Registrar forms an imposing range of buildings. Battleford is the headquarters of the Mounted Police, is connected with the outer world by telegraph, and boasts the first newspaper published in the North-West Territories, the Saskatchewan *Herald*, a very spicy little sheet. There are three churches, Catholic, Protestant and Presbyterian, and a school; and a population of about four hundred besides the Police. Battleford is already a place of some importance, and may yet rank among the cities of the North-West.

BEACONSFIELD, P.O.—Section 19, Township 6, Range 9, west, 20 miles S. E. from Hall's Landing on Assiniboine River, with weekly mail service by stage from Emerson, five miles from steam saw mill and grist mill, with 3 ran of stones. In centre of a thick and wealthy English settlement.

BELMONT.—Township 4, Range 6, west, a thriving settlement with about 100 population, situated south-west of Boyne, which is the nearest post-office.

BERGFIELD, a Mennonite village in section 7, Township 5, Range 5, east.

BERGTHAL, a Mennonite village in section 24, Township 7, Range 5, east.

BERLIN.—Township 14, Range 4, west, population about 100; nearest post-office Ossowo.

BLUMENGARDT, a Mennonite village in section 35, Township 7, Range 5, east.

BLUMENHOF, a Mennonite village in section 35, Township 7, Range 6, east.

BLUMENORT, a Mennonite village in section 35, Township 7, Range 6, east. Has a steam saw and grist mill. Customs House being built this fall.

BLUMERFELD, a Mennonite village in section 21, Township 6, Range 5, east.

BLUMSTEIN, a Mennonite village in section 17, Township 6, Range 5, east.

BOYNE.—Township 6 Ranges 4 and 5, west, a very flourishing settlement first settled in 1872, has a post office, store, and is growing very rapidly.

BRANDON.—On the Assiniboine River; has since the crossing of the C. P. Railway been located there, and within a few months, sprung from an unnamed spot to a town of considerable importance, and is now attracting more speculative interest and invested capital than any other point west of Winnipeg. Over \$100,000 has already been realized from the sale of its lots, which have commanded as much as \$1,000 each in choice positions. And, with the magnificent country which will be tributary to it, it bids fair to fulfil the expectations of its energetic and sanguine residents. Indeed it is fair to presume that within a few months it will be second only to Winnipeg in importance in the Province.

BRANT.—Township 14, Range 1, east. A very fine township almost fully settled, has a large average of crop this year. School and post office 6 miles north from Stonewall on C. P. Ry.

BURNSIDE.—Township 12, Range 8, west, between Lake Manitoba and Assiniboine River. Post office and school on Section 16, 10 miles west from Portage la Prairie. Messrs. Kenneth McKenzie and H. Grant were the first settlers, and are the largest grain growers. Population about 350.

CALDONIA.—Township 9, Range 7, east. A fine settlement, situated north-east of the parish of Ste. Anne des Chenes, which is the nearest post office.

CARMAN.—Section 36, Township 6, Range 4, west. On Boyne River is a very fine, well cultivated district. Weekly mail communication with Emerson. There is one church. Two mills and two implement warehouses are to be erected shortly.

CHARTITZ, a Mennonite village in section 10, Township 7, Range 5, east.

CLANDENOYNE.—Townships 14 and 15, Range 4, east, 7 miles west from Selkirk, has a population of 150, school and post office. Jackfish Creek runs through the township, as also the tail to the Icelandic settlement, Gimli, on Lake Winnipeg.

CLEAR SPRING.—A settlement in Township 7, Range 7, east, comprises about one-fourth of the township, the remainder being part of the Mennonite Reserves.

CLEARWATER.—Section 16, Township 2, Range 12, west, 100 miles west from Emerson on Cypress Creek at the crossing of main highway to Truth Mountain and the Souris. The river whose clear, beautiful water gives the village its name, has some good water power in the vicinity. Clearwater has a general store, hotel, agricultural warehouse, limestone quarry, water-power mill and post office, with every prospect of railway communication. Mail weekly.

COOK'S CREEK.—Township 12, Range 6, east, has 1 school, 1 Episcopal church, is a Methodist mission station. Weekly mail. Population 220.

DERBY.—Township 13, Range 10, west. Population about 150, has a post office called Wellington.

DOMINION CITY—A Station on the Pembina Branch, C. P. R., 54 miles south from Winnipeg on Rosseau River. Has 4 stores, saw mill, 2 churches and post office. Population 200.

DUCK LAKE, N.-W. T.—This settlement is about twelve miles south-east of Carlton House, 510 miles west of Winnipeg, and is fast becoming a considerable commercial centre. Stobart, Eden & Co. have a large store here, and there is a Catholic church and school, the latter in charge of the Grey Nuns.

DUFFPENIN.—Township 1, Range 2, east, comprising I. R. H. east, and the settlements on the river, except West Lynne. Has a Presbyterian church, several stores, hotel, post office, &c., and is quite a flourishing settlement.

DUROST.—A station on the Pembina Branch Railway, 42 miles south from Winnipeg.

DUNDAS.—Township 16, Range 2, east, 15 miles north from Stonewall. Population 100.

DYNHORN.—Formerly St. Peter's, an old settlement on the Red River, 26 miles north from Winnipeg, has post office, Protestant church and two stores.

EDDA.—Township 16, Range 15, west. A new settlement at the base of Riding Mountains, containing some of the best land in the Province with good wood and water.

EDMONTON, N.-W. T.—A Hudson's Bay post, 880 miles west of Winnipeg, has a population of about 300; rapidly increasing. It is a post of the North-West Mounted Police, and has a

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hotel, two grist mills, two saw mills, one with shingle and lath attachment, three churches, several stores and a post office. Gold is found on the Saskatchewan River in paying quantities, and several hundred tons of coal have been taken out within two miles of the town. The Hudson's Bay Company are laying out the town site, which, overlooking the Saskatchewan at an elevation of several hundred feet, is one of the most picturesque in the North-West. With its many advantages Edmonton must become one of the leading cities of the North-West.

FORT CARLTON, N.-W. T.—Is a Hudson's Bay Company post on the North Saskatchewan, 520 miles west of Winnipeg. There is a post office here, a good store and a church. The population of the district is over one thousand.

FORT PITTS, N.-W.T.—A Hudson's Bay post, 687 miles W. of Winnipeg; is the headquarters of the Catholic mission to the Crees; there is a good church, and an excellent school where the Indian children are taught to read and write their own language.

FORT SASKATCHEWAN, N.-W. T.—This is a French Canadian settlement 886 miles west of Winnipeg; it numbers about one hundred and fifty souls; and has two stores, a Catholic church, and a post office. Soil is fertile, and the coal found in the neighbourhood is even better than that found at Edmonton.

FORT VERMILION, N.-W.T.—A Hudson's Bay post on the Peace River, over 600 miles north of Winnipeg. Cereals grow here to great perfection. In the garden of the offices of the Fort last year, 18 bushels of wheat were taken from half an acre, and there were excellent crops of barley, potatoes, turnips, beets, onions, carrots, parsnips and cabbage. Many of the potatoes weighed over 2 lbs.

FRANKLIN.—Township 2, Range 3, east, on the east side of Red River, is a sparsely settled township, having about 100 population.

FRIEDRICHSTHAL.—A Mennonite village in section 5, Township 6, Range 5, east.

GUTHRIE.—Township 2, Range 1, east, on the Red River, 50 miles south from Winnipeg, a French settlement of about 1,000. The village has population of 200, with 6 places of business, 1 grist mill, church, school and post office.

GLADSTONE.—Township 14, Range 11, west, at the crossing of White Mud River. Population about 500. The township is well laid out, and the place growing rapidly; has a Protestant church and school; grist and saw mills, hotels, stores, post office, &c., and promises to become one of the most important towns in the Province.

GRASSMERE.—Township 13, Range 1, east, is a thickly settled township, containing the thriving town of Stonewall; is well supplied with schools, churches, stores, &c. This whole township is underlaid with limestone rock.

GREEN RIDGE.—Township 2, Range 4, east, 55 miles from Winnipeg, 12 miles N. E. from Emerson, 8 miles east from Dominion City on Pembina Branch C. P. R., 2 miles south from Rosseau River. It has 2 general stores, 1 church, school and post office, with weekly mail. Coal has been discovered 8 miles east from here.

GREENWOOD.—Township 15, Range 2, east, is a flourishing settlement, 15 miles north-east from Stonewall on the C. P. R., has a population of about 200. Mail weekly.

GRINFELD.—A Mennonite village in section 32, Township 6, Range 5, east.

GRINTHAL.—A Mennonite village in section 32, Township 5, Range 5, east.

GROSWEDE.—A Mennonite village in section 1, Township 7, Range 4, east.

GUADENFELD.—A Mennonite village in section 19, Township 5, Range 6, east.

HEADINGLY.—One of the most flourishing settlements on the Assiniboine, 13 miles from Winnipeg, with a population of over 1,000; has a Protestant and a Presbyterian Church, and several good schools, with a good hotel, several stores and a post office.

HIGH BLUFF.—Situated on the Assiniboine River, about 50 miles from Winnipeg; is an old settlement, with a population of about 500; there is a post office, several mills, stores, &c., a Protestant Church and a Presbyterian Church.

HOCHFIELD.—A Mennonite village in section 30, Township 7, Range 6, east.

HOCHSTADT.—A Mennonite village in section 3, Township 6, Range 5, east.

HOLLAND.—Township 7, Range 11, west; a well settled township 6 miles from Smarts Landing on Assiniboine River, post office on section 28. Mail fortnightly.

HUDSON.—Township 1, Range 111, east, situated east of Emerson, is a small settlement on the boundary line.

HUMBOLDT, N.-W. T.—A telegraph station at the junction of the telegraph line and the Battleford road, 453 miles from Winnipeg.

KILDONAN.—On the west bank of the Red River, five miles from Winnipeg, is the oldest English parish in the Province, having been first settled by the Earl of Selkirk's colonists, in 1814, and named after their old Parish in Scotland. Population about 500. The town is a flourishing one, has a post office, several churches, stores, literary and other societies, and an excellent school. The municipality of the parishes of Kildonan and St. John was organized in 1876.

KRONSTHAL.—A Mennonite village in section 40, Township 7, Range 4, east.

LETELLIER.—Township 2, Range 1, east, a well-settled township, situated west of Rivière aux Marais, near Red River; is chiefly occupied by French Canadians who have returned from the United States under the direction of

the Manitoba Colonization Society. Has a Roman Catholic Church and a post office.

LIVINGSTON.—Township 14, Range 12, west, on the west of Gladstone, from which it receives its mail. Population about 100.

MEADOW LEA.—Section 30, Township (of Meadow Lea) 13, Range 3, west, a station on the Can. Pacific Ry., 35 miles north-west from Winnipeg, with population of ten families in centre of fine stock-raising country, which ships large quantities of milk daily by train to Winnipeg. It has 4 stores and 3 school houses within the township.

MELBOURNE.—Township 14, Range 5, west; population about 200; nearest post office, Poplar Point.

MELWOOD.—Township 3, Range 111, east, a partially settled township north of Rivière au Rosseau.

MENNONITE SETTLEMENTS, PEMBINA MOUNTAIN.—The first settlement of Mennonites, in the Pembina Mountain Reserve, took place in July, 1870, when about 300 families arrived. At the present time there are thirty-four villages, with populations of from 70 to 200 each, making a total of about seven hundred families, or over four thousand souls. The only church in the Reserve is in their land and there is no post office, the mail being taken from Emerson. There is a school in every village, and also a grocer, blacksmith, shoemaker, carpenter, and saddler. There are several grist and saw mills; and the people, who are nearly all farmers, are well supplied with farm stock and implements. There are settlements also at that river and Scratching River.

MILLBROOK.—Township 10, Range 6, east, 18 miles east from Winnipeg, is a fairly settled township. Has a school, church, and post office. Population 200.

MILLS.—Township 2, Range 8, west, a new township partly settled. Alexandra is nearest post office.

MINNEDOSA.—Is a thriving town on the little Saskatchewan River, 80 miles from Portage la Prairie. It possesses a grist and saw mill, several fine stores, a first-class hotel, a post office, etc., and is growing well. Its business men are energetic and will make the town a fitting centre for the fine country surrounding it.

MORRIS.—A thriving town on the Red River, at the mouth of Scratching River, 24 miles north of the boundary line and 36 from Winnipeg. The town plot was laid out in 1877, and there is now a population of over 600; there are four fine churches, Methodist, Episcopal-Methodist, Presbyterian and Church of England. The latter building is lately completed at a cost of \$2,500. It has also a school, two hotels, a grist and saw mill, two brick yards, two large grain warehouses, several stores and a weekly newspaper. It is the centre of a fine agricultural country, and with the prospect of early railroad con-

nexion promises at no distant date to become a large town.

NELSONVILLE.—Situated in Townships 3 and 4, Range 6, about 70 miles from Winnipeg, and 58 west from Emerson. Is the leading town in Southern Manitoba, and is surrounded by one of the richest and best settled districts in the whole North-West. It has 3 hotels, 3 implement warehouses, a grist mill with three run of stone, saw mill, shingle factory, two cabinet factories, 6 stores, a Dominion Lands office, a newspaper, the *Manitoba Mountaineer*, the registry office for Dufferin and Lorne, and post office with bi-weekly mail. One church is completed, two are under course of construction. The professions are represented by three doctors, one lawyer and four resident clergymen. Its growth has been rapid but steady, and as it will almost certainly be a point on the Western Railway it must soon develop into a considerable town.

NIVERVILLE.—On the Pembina Branch of C. P. Ry. 20 miles south of Winnipeg, is supported on the east by the Mennonite Settlement known as Rat Creek Reserve, adjoining which on the east are the thriving settlements of Clear Springs and Point du Chêne. It has two stores, a hotel, a grain elevator, with a capacity of 30,000 bushels; a daily mail and telegraph office.

NOTRE-DAME DE LORETTE.—This parish is situated on the Seine River between the parishes of St. Boniface and St. Anne de Chêne, and was settled in 1860. It has a Roman Catholic Church, two schools, and several stores. The post office is Lorette.

OAKLANDS.—Township 13, Range 7, west; second township north of Portage la Prairie; population about 200; has a hotel, general store, and post office.

OSSOWO.—Township 13, Range 4, west, north of Baie St. Paul and Poplar Point; was reserved for German settlers by the German Society, Montreal, but they failing to send in settlers, the township was reopened for settlement, and has filled up rapidly. There is a post office, stores, etc.

OSTERWICK.—A Mennonite village in section 25, Township 7, Range 4, east.

PARK'S CREEK.—In the old settled parish of St. Andrews, South, on Red River, 11 miles north from Winnipeg; has a store, public school, church, and post office, mail weekly.

PARRY.—Township 2, Range 1, east. A partially settled township which originally formed part of the Manitoba Colonization Society's Reserve, but was abandoned.

PEMBINA CROSSING.—A rising village 75 miles west from Emerson, beautifully situated on Pembina River at the crossing of the main trail to Turtle Mountain and the Souris where the Government have built a fine bridge. It has a saw mill with an abundant supply of logs on the many lakes in its vicinity,

date to become

Townships 3 and 4 from Winnipeg. Is the leading and is the surest and best settled part of the West. It has 3 post offices, a grist mill and saw mill, shingle mills, 6 stores, a newspaper, the registry office for the office with bi-monthly completed, two weeks. The proportion of free doctors, one clergyman. Its population is steady, and as it is the point on the road to develop into a

Pembina Branch of Winnipeg, is supported by Mennonite Settlement Service, adjoining a thriving settlement. Point du Chêne grain elevator, bushels; a daily

This parish is situated between the towns of St. Anne de Morris and Lorette.

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several business stands, a splendid farming country about it, and every prospect of early railroad communication. Mail, weekly. Jas. F. Ruttan & Co., of Winnipeg, are the agents for this town site.

PENGIE, P.O.—An old settlement on Red River, 8 miles north from Selkirk; it has a church, school and store. Mail service twice a week.

PIGEON LAKE.—26 miles from Winnipeg on the old stage road to Portage la Prairie, has the large and commodious hotel kept by the famous host of the old time Charlie House, a store and post office.

PILOT MOUND.—Section 20, Township 3, Range 11, west, 100 miles west from Emerson on the proposed route of the South-Western Railway; is the county town of the electoral division of Mountain, in one of the best settled districts in the Province. It has 16 business stands, including the publishing office of the *Pilot News*, a saw, shingle and chopping mill, agricultural warehouses, grist mill, &c., also a school, council chamber and church. Trails branch off to Calf Mountain, Truth Mountain, Pembina Crossing, Pelican Lake and Millford. Mail semi-weekly by stage from Emerson. The town site has lately been put on the market with great success owing to its prospects of early railroad connection.

PLUMBE COULE.—A French settlement of 50 inhabitants, 7 miles south from Morris. Has a large Roman Catholic church, school and a post office.

PLYMPTON.—Township 10, Range 5, east. Population about 200. Is south of Sunnyside and north-east of Prairie Grove, which is the nearest post office.

POINT DE CHENE.—A village in the parish of Ste. Anne des Chenes, is quite a thriving place, having a Roman Catholic church, two common schools; a post office, hotel and two grist mills.

POMEROY.—Township 5, Range 4, west. A fine township in which 6,000 acres are under cultivation. Pomroy Village on Tobacco Creek in section 18 has a population of 300, with a stone church and post office.

POPLAR HEIGHTS.—Section 28, Township 13, Range 3, west, 40 miles west from Winnipeg or the line of C.P.R., with daily mail communication. Is the distributing point for settlements on the south-western shore of Lake Manitoba. There are two general stores, two blacksmith shops and fair prospect of grist mill this fall. Population 250.

POPLAR POINT.—On the Assiniboine River at the junction of Portage and Lake Manitoba roads, 45 miles from Winnipeg; has 6 business stands, 2 schools, 3 churches and a population of about 400.

POSTWALL.—A Mennonite village in section 9, Township 7, Range 4, east.

PRairie GROVE.—Townships 9 and 10, Range 4, east, 10 miles east of Winnipeg on

the road to Lake of the Woods. There are but 10 families in the settlement, the balance of the township being in speculators' hands.

PRAIRIE.—Township 3, Range 12. In Rock Lake district, very well settled. A village springing upon section 13, on Troublesome Creek, has now 3 stores, a population of 25, with prospect of rapid increase; mail weekly.

PRINCE ALBERT.—A very large settlement near the junction of the north and south branches of the Saskatchewan River, has several flourishing stores, saw and grist mill, churches, schools and post office. Being in the centre of a magnificent tract of farming country, well wooded and watered, and an objective point on the Westbourne and North-Western Railway, it promises to be a leading point in the North-West.

RAPID CITY.—On the Little Saskatchewan River, is the centre of a large and thickly settled district. It has early prospect of railway communication, being the starting point of the proposed Souris River and Rocky Mountain Railway, for which a charter has been granted; has a population of about 400 which it would maintain, even independently of railway connection; has a grist and two saw mills, a newspaper, several large stores, hotels, &c. There are excellent water-powers on the river, and all lumber needed can be floated down from Riding Mountains.

RAT PORTAGE.—Is in Keewatin, and is the present terminus of the O. P. R. east, and is situated on the Lake of the Woods, distance from Winnipeg 140 miles. There is a large business done here, being the headquarters of the contractors of section B of the C. P. R., and the distributing point for supplies to contractors, lumber merchants and others. It promises to be a considerable town, having already a number of stores, hotels, mills, etc. Gold has been discovered on several of the islands in the Lake of the Woods, and large mining operations will be carried on next year. Messrs. Macdonald, Manning, McLaren & Co., C. P. R. contractors, are paying liberal wages to their workmen, having over 1,500 on the works, and those coming into the country who seek employment will find good wages, comfortable camps, good fare, etc., and will obtain on application reduced railway fares from Winnipeg to Rat Portage.

REINFELT.—A Mennonite village in section 13, Township 6, Range 5, west; has a large grist mill, a Lutheran church.

RIDGEWAY.—Township 15, Range 1, east. Population about 100; 15 miles from railway station at Stonewall.

RIVIERE SALLE.—Township 8, Ranges 1, east and west, is the third township south of Headingley, only partly settled; population about 100, mostly French; nearest post office Headingley.

RIVIERE AU GRATIAS.—A thriving settlement on Red River, above the parish of St Agathe, of which Morris is the town

RIVIÈRE AUX MARAIS.—Township 2, Range 11, east, is a small township included in the Manitoba Colonization Society's Reserve, and is all taken up by returned French Canadians from the United States.

ROCKWOOD.—Township 13, Range 2, east; situated 12 miles north of Winnipeg, is one of the most flourishing townships in the Province, having a population of about 500, and being well supplied with churches, schools, hotels, stores, etc. Stony Mountain and the Provincial Penitentiary are in this Township.

ROSENFIELD.—A Mennonite village in section 20, Township 6, Range 5, east.

ROSENGAIT.—A Mennonite village in section 13, Township 6, Range 5, east.

ROSENHOF.—A Mennonite village in the Scratching River settlement, 4 miles from Morris.

ROSENORT.—A Mennonite village in the Scratching River settlement, 6 miles from Morris. Has a flour mill.

ROSENTHAL.—A Mennonite village in section 12, Township 7, Range 5, east.

RUTTANVILLE.—Township 2, Range 9. A very well settled highly cultivated township in Louise Municipality, 90 miles west from Emerson. Has a store, stopping-place, and post office, on section 30, where also a church, school house and grist mill are to be erected this season.

SALTERVILLE.—Township 6, Range 4, west; Pembina Mountain district. Very thickly settled there being no land not taken up. The village of Salterville is on section 22 on Boyne River and the old Misouri trail, 58 miles from Winnipeg. Saw and grist mill about being erected. School and post office now established. Weekly mail from Emerson.

SCHONAN.—A Mennonite village in section 19, Township 6, Range 5, east.

SCHONBERG.—A Mennonite village in section 1, Township 6, Range 5, east.

SCHONFELD.—A Mennonite village in section 23, Township 6, Range 5, east.

SCHONFER.—A Mennonite village in section 31, Township 6, Range 5, east.

SCHONTHAL.—A Mennonite village in section 21, Township 7, Range 5, east.

SCHONWIESE.—A Mennonite village in section 9, Township 7, Range 5, east.

SCHONWIESE.—A Mennonite village in section 27, Township 7, Range 5, east.

SELKIRK.—A flourishing town 24 miles from Winnipeg, and the terminus of what is known as the Pembina Branch of the Can. Pacific Railway. It has some fine buildings, is a handsome town site; and boasts several good hotels, stores, churches, etc. Two lines of steamers run daily to Winnipeg during the season, and there is also stage communication with the same point. When the gap between the eastern and western division of

the C. P. R. is built, Selkirk, being on the main line, will be a very important point. The leading merchants are Robert Bullock, who has been a representative Selkirk business man for five years and does a large trade; F. W. Colcleugh is a large property owner and carries on an extensive general store; F. Gemmell has also a large general store, and is an active enterprising merchant. The hotels of Selkirk are always well spoken of, the leading houses being the Pacific hotel, of which J. A. Howell is the genial proprietor, and the Keeewatin House over which Alex. McDonald presides as "mine host." Both managers take excellent care of their guests, and have earned a good reputation for their respective houses.

SHELL RIVER.—Township 21, Range 28, west; near the confluence of the Shell and Assiniboine Rivers, 34 miles north from Fort Ellice, a fine settlement of say 250 people. It has 6 stores, and one church within a small radius. Some good land still vacant in its vicinity.

SHOAL LAKE, N.-W. T.—Is a new town just surveyed at the mouth of the lake of that name, fronting on Oak River, which runs between Shoal Lake and Pioneer Lake. The owners are wealthy men who will spare no efforts for its advancement. A store, a grist-mill, a temperance hotel, and a church, will be built during next season. The surrounding district "has an excellent soil," well settled last summer by good settlers from Ontario. Therefore Shoal Lake presents good openings for provision dealers, grocers, dry goods men, boardinghouse keepers, a saw miller, blacksmiths, shoemakers.

SILVER SPRINGS.—Township 3, Range 10, west; very fine rolling country, thickly settled and well cultivated. Post office on section 22, where it is contemplated to build a church and school immediately. Mail weekly.

STEINBACH.—A Mennonite village in section 35, Township 6, Range 6, west.

STEINWICH.—A Mennonite village in section 15, Township 6, Range 5, west.

STODDERVILLE.—Township 2, Range 5, west; a very fine well settled and cultivated township in Pembina Mountain district. Post office on section 10, with semi-weekly mail service.

SPENCERFELDT.—In Township 1, Range 2, west; 18 miles west from Emerson, is a Mennonite village of 50 inhabitants, with a saw mill, school, Lutheran church and Customs depot.

SPRINGFIELD.—Township 11, Range 4, east, was first settled in 1872, and was erected a municipality, in 1873 in conjunction with Sunnyside, the adjoining township; population about 500. Has a post office, store, etc.

STONEWALL.—On line of C. P. R., 20 miles west from Winnipeg, is a prosperous town, being the market town for the townships of

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Grassmore, Rockwood, Victoria, Brant, Ar-
gyle, Dundas, Greenwood and Ridgeway, in
which about 30,000 acres are now under crop.
It has several large stores, a town hall, grist
mill, masonic hall, a large stone school house,
two churches, and an Episcopal church is
being erected of stone, a very fine terrace and
many first class residences. Stonewall is the
highest point in Eastern Manitoba, and with
its good drainage, its splendid water and
natural beauty is becoming a summer resort
for Winnipeg families. The entire township
is underlaid with limestone rock, the surface
of which is about 8 feet from the surface, and
being polished by the movement of glaciers
in their "period" makes a floor for cellars
unparalleled in the world. The rock, which
is the best yet found in the Province, is now
being quarried by Messrs. Bowles & Williams
and large quantities are being shipped to
their various works, and the city of Winnipeg,
to which large quantities of lime are also
furnished.

ST. AGATHA.—A village in the parish of
the same name; has a Roman Catholic
church and school house, and post office with
daily mail.

ST. AGATHA.—The first and largest of the
river parishes, contains the town of Emer-
son, villages of St. Agathe, West Lynne, &c.,
and has a population of over 2,000.

ST. ALBERT, N.-W. T.—A Roman Catholic
mission station on the high road, nine miles
west of Edmonton, N.-W. T., and 890 miles
from Winnipeg. It has a population of over
700, nearly all French and Half-breeds. The
land in the vicinity is excellent, and over
25,000 bushels of wheat were threshed out this
year. There is a handsome church; a fine
palace for Bishop Grandin; a public school;
a convent in charge of the Grey Nuns, and a
grist and saw mill. St. Albert boasts a bridge
over the Sturgeon River, which is claimed as
one of the best constructed in the North-West.

ST. ANDREW'S parish, 16 miles north of
Winnipeg on the Red River, is one of the
early Scotch settlements, and has a population
of about 1,500. It is well supplied with
stores, shops, mills, hotels, &c., and is the
seat of the Registry Office and County Court
of the County of Lisgar. There are four post
offices in the parish.

ST. ANNE DES CHENES.—A parish on the
River Seine, was founded in 1862, by Rev.
Father Lefebvre, O. M. I., and has a popula-
tion of about 500.

ST. BONIFACE.—A large and flourishing
town at the confluence of the Red and Assi-
niboine rivers, opposite the city of Winnipeg,
has a population of about one thousand, and
is rapidly growing in importance. The
parish was founded in 1818 by the Rev. J. N.
Provencher, who was sent from Quebec, at
the request of the Earl of Selkirk, to establish
a mission at Red River. The first chapel was
built in 1819, and a large stone cathedral in

1833. This was destroyed by fire in 1860, and
the present edifice erected in 1862 by His
Grace Archbishop Taché. St. Boniface is the
Metropolitan See of the Roman Catholic
Ecclesiastical Province of St. Boniface, and
has a college, a ladies' boarding school, a
large hospital and an orphan asylum, the three
last being under the Sisters of Charity. The
town is well laid out with straight, wide
streets, and contains some handsome buildings,
several mills, good hotels, stores, &c. St. Boniface
boasts the first organ that was
ever used in the North-West, a fine instru-
ment, having been presented to the Cathedral
in 1875. *Le Manitoba*, the organ of the French
population in Manitoba, is printed here.

ST. CHARLES.—A parish on the Assini-
boine, nine miles from Winnipeg, was
founded in 1854 by Rev. Father Lafleche,
now Bishop of Three Rivers; has a popula-
tion of about 600; a Roman Catholic church,
schools, stores and a post office.

ST. CLEMENTS.—A parish 22 miles from
Winnipeg, is one of the early Scotch settle-
ments, and has a population of about 1,000;
it is well supplied with churches, school,
stores, mills, post office.

ST. FRANÇOIS-XAVIER.—A parish on the
Assiniboine, about 25 miles from Winnipeg,
containing a population of about 2,000. The
parish was established in 1824 by Rev. Father
Boucher, and has a fine Catholic church,
several good schools, and a convent of St.
François-Xavier. There are a number of
hotels and stores, and two post offices, one in
the western portion of the parish known as
Pigeon Lake, the other in the east known as
St. François-Xavier. This place is commonly
called "White Horse Plain," and is the seat
of the county court for Marquette East.

ST. GEORGE (Oak Point).—A parish in the
township of Belcourt, Electoral Division No.
1, about 60 miles from Winnipeg. Population
about 100. Has a general store and post
office, named Oak Point.

ST. JAMES' parish on the Assiniboine, 3
miles from Winnipeg, is one of the finest
localities in the Province, and several Win-
nipeg merchants have fine residences here;
population about 700. The parish was estab-
lished in 1857 by the Rev. W. H. Taylor, and
has a fine Protestant church, a school, post
office, and several stores, a grist and saw mill
and a brewery.

ST. JEAN-BAPTISTE.—An extensive settle-
ment on Red River, has a Roman Catholic
church and post office.

ST. JOHN'S parish is situated on the north
limits of the city of Winnipeg, and was
established in 1820 by Rev. J. West, chaplain
to the Hudson's Bay Company, who caused
a school house to be erected there, and com-
menced educating a few children, the build-
ing being also used as a church. The school
has gradually grown into St. John's college,
with St. John's college school and St. John's
college ladies' school in connection with it

The college school has accommodation for sixty, the ladies' school for thirty pupils. The St. John's cathedral is fine stone building and is the See of the Bishop of Rupert's Land.

St. Laurent.—A small parish in Electoral Division No. 1, situate in Simonet Township on Lake Manitoba, about 50 miles from Winnipeg, was established by Rev. Father Gascon, O. M. I., in 1858. Population about 400. It has a large Roman Catholic church, a good general post office and a school.

St. Léon.—Township 4, Range 9, west, Pembina Mountain district, about 18 miles west from Nelsonville. Post office, church and two schools on section 35, also 16 business stands with prospect of grist mill with 3 run of stones and saw mill; mail weekly. Thickly settled district.

St. Norbert.—Parish established in 1856 by Rev. Father Lestang, O. M. I.; has two Roman Catholic churches, a girls' school, under direction of the Sisters of Charity, and several common schools.

St. Norbert Village.—at the mouth of River Salla, on the west side of Red River, is the seat of the County Court and Registry Office for the County of Provencier, and quite a thriving place, having a steam, grist and saw mill, shops, post office, &c.

St. Paul's parish, on the Red River, north of Kildonan, was settled about the same time as the latter by the Earl of Selkirk Colonists; it has now a population of about 600, several good stores, a post office at Middlechurch, and a Protestant church. Distance from Winnipeg, 8 miles.

St. Pierre.—Townships 5 and 6, Range 4, east, a large settlement on Rat River.

St. Vidal.—Parish on the Red River, south of St. Boniface, was established in 1860. Has a Roman Catholic church and a school, under the direction of the Sisters of Charity. Has a post office and a population of about 300.

Sunnyside.—Township 11, Range 5, east, a flourishing township, with about 500 population. Was erected, with Springfield, the municipality of the united township of Springfield and Sunnyside, in 1873, this being the first municipal organization in the Province. Springfield is the nearest post office.

Tanneau.—A Mennonite village in section 4, Township 7, Range 5, east.

Totogan.—Township 14, Range 9, west. On White Mud River at mouth of Rat Creek, 2 miles from Lake Manitoba and 23 miles north-west from Portage la Prairie; has 1 grist and 1 saw mill, in connection with which a steamboat is running on the lake; 1 church, 1 store, 1 hotel and post office; population about 300.

Two Little Points.—A settlement on Red River, north of St. Jean-Baptiste.

Victoria.—Township 14, Range 2, east, is one of the oldest settlements, has now about 150 settlers, a church, school house and post office, 5 miles from Stonewall on the C.P.R., west.

Victoria, N.W.T.—Is a Methodist mission on the Saskatchewan, about 800 miles west of Winnipeg. It has a population of about 100, and boasts a fine church and a good school. The land is very fertile, and there is plenty of good wood and water.

Warrington.—Township 4, Range 4, west. A very well settled township on the Morris trail to Pembina Mountains, store and post office on section 19.

Wellington.—Township 13, Range 9, west. Post office on section 9, on the Squirrel Creek trail from Portage la Prairie to Gladstone, 22 miles from the Portage, a well settled township with good soil, wood and water, has a school and meeting house.

Westbourne.—In Township 13, Range 9, west, is a thriving settlement on the White Mud River, with a population of about 300; it has a post office, hotel, blacksmith shop and general stores, and is the station of the Dominion Land Agent for the Westbourne district; there is a Protestant church and a school.

West Lynne.—On the west side of Red River opposite Emerson, with which it is connected by a fine bridge, was formerly known as North Pembina, and till the completion of railway communication with the south was the outpost of Customs for the Province. Being the nearest shipping point to the Pembina Mountains district, it has ranked as the first grain market in Manitoba, and consequently has grown very much in the last two years. The Hudson's Bay Co., have a large post there, which with several large grain warehouses, two hotels and many stores constitutes a very fine town on this beautiful site.

White Horse Plains.—See St. Francois Xavier.

Whitemouth.—A station on the C. P. R., 64 miles east from Winnipeg at the crossing of the Whitemouth River in a district well wooded with spruce and tamarac, it has 2 hotels, 2 stores, telegraph and post office, a resident population of 20, and a large fluctuating population.

Whitswold.—Township 17, Range 4, east, a new settlement being rapidly filled up.

Woodside.—Township 14, Range 10, west, situated at the second crossing of the White Mud River; population about 100; post office, with semi-weekly mail.

Woodlands.—Township 14, Range 2, west, a fine township, well settled; population about 400; has a post office and general store.

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ARRIVED IN THE WEST.

A Chapter of Actual Experience in Prospecting for, and Locating Land.—What is Done and How it is Done.—Things that must be Learned by Every Traveller Crossing the Prairies.—Extracts from Official Publications and the Recapitulation of Practical Points not to be Lost Sight of.—Ranges, Townships, Sections, Quarter Sections, Homesteads.—Pre-emptions, Railway Lands, Hudson's Bay Company Lands, Reserves, etc.—How Survey Lines are Marked on the Ground.—Where and How to Find the Boundaries of Sections, Quarter Sections, Section Posts, Monuments, Mounds, etc.—In Camp.—On the Trail.—Prospecting for Locations.—At the Land Office.—The First Break.—The New Home.

RULES AND REGULATIONS TO BE CAREFULLY OBSERVED.

While the reader has had placed before him in the previous pages of this work, a large miscellany of practical information, together with railway and Government land regulations, from which he has formed a clear idea of what is demanded of the settler, it is important to describe to new-comers what must be done after arrival in the country and during progress to a proposed location.

A great deal of the information in this chapter is taken from the "Surveyor's Manual," an official publication, but it is the purpose of the writer to advise and instruct the new settler from actual experience, and the truth of the different statements will be verified by his own experiences should he journey to the interior of the great West.

Having been carried rapidly, comfortably and safely over two or three thousand miles of railroad, at every stage of which long journey the traveller's enthusiasm is increased, and his expectations are brightened by the evidences on all sides of wealth and prosperity, when he knows that further on in the great undeveloped West, there is still a grander country, where virgin prairies are open to his choice, he is safely landed then at one of the crowded hotels of the wondrous city of Winnipeg.

The first thing to do of course is to visit the Government Land Office, where maps and general information may be obtained. After having formed an idea as to the particular section of country he intends to locate his new home, it will be well to visit the Canadian Pacific Railway and Hudson's Bay Company land offices, where valuable information will be given the settler. Those who stop off at Emerson, or go through to Portage la Prairie, Brandon, and other points, will have to visit the nearest land office, which will be found marked on the general map.

The next question is what kind of information is it necessary for the prospector to obtain in advance of a personal inspection of the land. Having studied the map, and obtained a general idea of how closely the section of country he intends visiting is settled, he can learn from the officers in charge, what homesteads and pre-emptions are still open for settlement. He may then purchase township maps, on a scale of two inches to the mile, which show clearly the character of the country, whether prairie, timber, hay land, swamp, etc. The field notes of the surveyor may also be examined. In case the location selected is open prairie, it will be necessary to learn how near wood lots can be obtained, also, whether there is fresh water streams or ponds throughout the township.

SYSTEM OF SURVEY.

The system of survey in force in the Dominion lands in the North-West is very simple and easily understood, even by one entirely inexperienced. The lands are laid off in townships, which are almost square in form, measuring on their east and west sides, from centre to centre of road allowances, which form their boundaries, exactly 483 chains, and on north and south sides, 486 chains, more or less according to slight convergence or divergence of meridians. These townships are numbered in regular order northward, from the 49th parallel of north latitude, which forms the INTERNATIONAL BOUNDARY LINE, between the territories of Canada and those of the United States, and they lie in ranges which are numbered in regular succession westward of standard north and south lines called "principal meridians," to be found marked on official maps. Each township is sub-divided into thirty-six sections of 640 acres, or one square mile.

OUTFITTING FOR THE TRIP ACROSS THE PLAINS.

The reader, referring to page 15 of this work, will find a list of articles with prices, which are actually necessary for the farmer who is taking a location; but of course those with means, will buy more plant for the purpose of breaking up a greater quantity of land. Those who intend going West, however, to prospect for land in advance of actual settlement, will need only a camping outfit. These preparations may be made as economically or extravagantly as taste and means suggest. A poor man, or a party of two or three, can get along very well with a native pony and cart, a small tent, cooking utensils, a pail, axe and auger, but a pair of ponies and light *buckboard* (a four-wheel affair made very light and capable of carrying a considerable load) much used throughout the country and in general use among surveyors, engineers, prospectors and travellers generally, is the most comfortable mode of travel. Canvas beds and chairs, folding into a very small space, may be purchased, and small stores with complete "kit" of cooking utensils, all fitting into each other in small space, are convenient, although the camp fire is still the popular way of cooking in the North-West. A prospector should, however, carry just as little baggage as possible, and only such articles as are positively necessary and of every-day use. Besides blankets, two rubber sheets should be included for camping out. A small coal oil stove is often found very convenient, especially where the traveller is camping on open prairie, some distance from wood. Horses should be hobbled at night, especially in fly time, but in case of losing horses, it should be remembered that cattle and horses invariably graze to windward. Prospectors should be very particular to extinguish camp fires, or a destructive prairie fire may sweep over many miles of country. In case, however, that a party is in danger of being overtaken by a fire, which frequently travels very rapidly, the danger may be avoided by setting fire to the prairie to leeward, the party following with their outfit on to the ground so burnt. Besides maps, the prospector should be supplied with a compass, and a field glass would be found of frequent service and convenience. Further on in this work will be found a complete table of distances, which may be relied upon. In passing through sloughs and wet places, it is best to drive through clear water, where there is sure to be better bottom than in the grass. Never let a man pass you on the prairie without getting information as to the condition of the roads, etc. Break up camp early and travel late, take a good rest in the middle of the day.

IN THE FIELD.

The course of lines surveyed in the North-West is marked on the ground by the erection of posts or mounds, which guide the prospector and also serve as landmarks to establish boundaries of farms. These posts and mounds indicate corners of townships, sections and quarter sections, and will be always found on the northeast corner. Posts are three inches wide and show two feet above ground. On the prairie the posts stand in the centre of mounds. Iron posts are placed at township corners and the top figure inscribed upon them, indicates the number of the township which that side of the post faces, and the lower figures indicate the range. Quarter section posts are simply marked $\frac{1}{4}$. With these points fully understood, it is not difficult for the prospector, after selecting a location, to proceed to the nearest land office and give an intelligent statement of where he desires to settle. It must be remembered that sections Nos. 8 and 26, and 11 and 29, are reserved for Hudson's Bay Company and for School Lands.

PRACTICAL POINTS.

"The settler from the United Kingdom will, at first, find the nomenclature of the system of survey a little new and strange; but he will, on slight acquaintance with it, become charmed with its simplicity. A settler may obtain a grant of 160 acres of land free, on even-numbered sections, on condition of three years' continuous residence and cultivation, and payment of an office-fee amounting to ten dollars; and he may purchase on reasonable terms adjoining portions of sections by "pre-emption" or otherwise. All even-numbered sections (except 8 and three-quarters of 28, which are Hudson's Bay Co.'s Lands) are open for entry as free homesteads or as pre-emptions, unless already taken up by settlers. Odd-numbered sections (with the exception of 11 and 29, which are School Lands) for 24 miles on each side of the Canadian Pacific Railway, are generally stated to be Railway Lands, purchasable from the Company, and not open for homestead and pre-emption. There are also other Railway Lands, which have been appropriated in aid of similar undertakings. (See Official Land Regulations, next chapter.) Beyond the limits of the land granted to such enterprises odd-numbered sections may, if surveyed, be purchased direct from the Government, on terms stated in the Regulations referred to. A settler in Manitoba may commence on comparatively small capital; that is, enough to build one of the inexpensive houses of the country, to buy a yoke of oxen and a plough, his seed grain, and sufficient provisions to enable him to live for one year, or until his first crop comes in. With a little endurance at first, from this point he may attain to a position of plenty and independence. On the other hand, a settler may take with him to Manitoba or the North-West Territories considerable capital, and invest it in large farming operations, either in wheat growing or stock raising, both of which he will probably find very profitable. The settler from older countries should be careful to adapt himself to those methods which experience of the country has proved to be wise, rather than try to employ in a new country those practices to which he has been accustomed at home. For instance, with respect to ploughing, or, as it is called, "breaking" the prairie, the method in Manitoba is quite different from that in the old country. The prairie is covered with rank vegetable growth, and the question is how to subdue this, and so make the land available for farming purposes. Experience has proved that the best way is to plough not deeper than two inches, and turn over a furrow from twelve to sixteen inches wide. It is especially desirable for the farmer who enters early in the Spring to put in a crop of oats on the first breaking. It is found by experience that the sod pulverized and decomposes under the influence of a growing crop quite as effectually, if not more so, than when simply turned and left by itself for that purpose. There are also fewer weeds, which is of very great importance, as it frequently happens that the weeds which grow soon after breaking are as difficult to subdue as the sod itself. Large crops of oats are obtained from sowing on the first breaking, and thus not only is the cost defrayed, but there is a profit. It is also of great importance to a settler with limited means to get this crop the first year. One mode of this kind of planting is to scatter the oats on the grass, and then turn a thin sod over them. The grain thus buried quickly finds its way through, and in a few weeks the sod is perfectly rotten. Mr. Daley, near Bigstone City, in the vicinity of Bigstone Lake, sowed ten acres of oats in this way. He put two bushels and a peck to an acre. In the fall he harvested 420 bushels of oats, which he found to be worth enough to pay for the breaking and give him \$75 besides. This is a practical reported experience. There is also testimony from other farmers to similar effect. The settler should plant potatoes the first year for his family use, and do other little things of that kind. Potatoes may be put in as late as June the 20th. All that is required is to turn over a furrow, put the potatoes on the ground, and then turn another furrow to cover them, the face of the grass being placed directly on the seed. No hoeing or further cultivation is required except to cut off any weeds that may grow. Very heavy crops of fine potatoes have been grown in this way. Before the prairie is broken the sod is very tough, and requires great force to break it, but after it has once been turned the subsequent ploughings are very easy, from the friability of the soil, and gang ploughs may easily be used. On account of the great force required to break the prairie in the first instance, there are many who prefer oxen to horses; and there is also a liability of horses becoming sick in Manitoba when first taken there from the older parts of the continent, until they become accustomed to the new feed and the country, especially if they are worked hard. It is for this reason that oxen, which are not liable to the same casualties as horses, are better suited for breaking the prairie. A pair of oxen will break an acre and a half a day, with very little or no expense at all for feed. Mules have been found to do very well, and they are considered well adapted for prairie work. Distances on the Map, in miles, may be ascertained approximately by counting the Townships to be passed over and multiplying the number by six."

This chapter of "Practical Points," is taken from an official publication issued by the Department of Agriculture.

**RAILWAY AND STEAMBOAT CONNECTIONS BETWEEN HALIFAX, QUEBEC,
SARNIA, COLLINGWOOD AND THE GREAT NORTH-WEST.**

We have condensed from official time-tables of different railway and steamboat lines, between Halifax and Winnipeg, such information as will serve to assist the intending settler in his calculations before starting on his journey. From HALIFAX TO QUEBEC, is a distance of 686 miles via INTERCOLONIAL RAILWAY; to Montreal, it is 843 miles; to Toronto, 1,191 miles; to Detroit, 1,422 miles; to Chicago, 1,706 miles; to Emerson, Manitoba, (International boundary line), 2,506 miles; to Winnipeg, 2,569 miles.

Leaving Halifax, Monday, at 2.45 P.M., you can arrive at Quebec at 3.40 P.M., on Tuesday; at Montreal, Wednesday, 6.00 A.M.; at Toronto 11.15 P.M.; at Detroit, Thursday, 9.35 A.M.; at Chicago, same day, 7.40 P.M.; at Emerson, Sunday, 4.45 P.M.; and at Winnipeg, 8.05 P.M.

Some through trains are being run in faster time, but the above figures may be considered reliable.

The different routes by rail and boat, by which the traveller can reach the Canadian North-West, are as follows:—

Via INTERCOLONIAL RAILROAD to Quebec, connecting with the GRAND TRUNK to Chicago, with the CHICAGO AND NORTH-WESTERN to St. Paul, or, by the CHICAGO, MILWAUKEE AND ST. PAUL to St. Paul, (choice of routes), St. Paul to Emerson via the ST. PAUL, MINNEAPOLIS AND MANITOBA RAILWAY, and via CANADIAN PACIFIC RAILWAY to Winnipeg, and the west. At Toronto, the traveller may take the GREAT WESTERN RAILWAY to Detroit, connecting with the MICHIGAN CENTRAL for Chicago, with same connections as before stated, between Chicago and Winnipeg, and a choice of going over the ALBERT LEA ROUTE, over the CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY to St. Paul. There is also another route from Toronto, over the CREDIT VALLEY AND CANADA SOUTHERN RAILWAY, with through connections for Chicago, St Paul, Emerson, Winnipeg, Brandon, and the west.

All these competing roads with their connections, are running fast through trains, with all modern conveniences, through tickets, etc. Prices of tickets, may be learned at any ticket office.

If the traveller prefers to go a portion of this long journey by water, he may vary his trip by taking a steamboat at Sarnia, (near Detroit) and travel the beautiful waters of Lake Superior to Duluth via the NORTH-WEST TRANSPORTATION COMPANY'S LINE, or he may go from Toronto to Collingwood, by the NORTHERN RAILWAY, and there connect with the powerful steamers of the COLLINGWOOD LINE to Duluth. At Duluth, connections are made with the NORTHERN PACIFIC RAILWAY, which connects at Glyndon with the ST. PAUL, MINNEAPOLIS AND MANITOBA RAILWAY.

The reader will see that there is no difficulty in reaching this far-famed country, and it may be said that rival lines are putting forth every effort to attract patronage, leaving no stone unturned to increase their facilities and carry freight and passengers to their new home, cheaply, comfortably and satisfactorily. The CANADIAN PACIFIC RAILWAY has 200 miles of road in operation, west of Winnipeg, and are extending the line west rapidly. Steamboats navigate the Assiniboine River, west of Winnipeg, for 300 miles. They also ply between Emerson and Winnipeg, on the Red River, and also run to Selkirk, a distance of 20 miles.



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DISTANCES FROM WINNIPEG.

Dawson Road.—Winnipeg to North-West Angle.

	MILES.
Pointe-du-Chêne or Lorette	30
Brokenhead River.....	30
Whitemouth River.....	64
Birch River.....	86
North-West Angle, Lake of the Woods.....	110

By Red River and Lake Winnipeg.

Winnipeg to Gimli, Icelandic Settlement.....	56
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By Road down West Bank Red River.

Winnipeg to St. John's.....	2
" Kildonan	5
" St. Paul's.....	8
" St. Andrew's.....	16
" Lower Fort Garry.....	20
" St. Clement's.....	22
" Selkirk	24

By Road North-West.

Winnipeg to Shoal Lake.....	40
" St. Laurent, Lake Manitoba.....	55
" Oak Point, "	63

By Road up West Bank Red River.

Winnipeg to St. Norbert.....	10
" Morris	25
" Scratching River.....	42
" Dufferin	67
" West Lynne (opposite Emerson)	69

Emerson to Souris River

by the "Boundary Commission Trail," and to some intermediate points.

Emerson to Mountain City.....	56
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(Between these two points there are Mennonite villages every six or eight miles.)

Mountain City to Calf Mountain.....	13
Calf Mountain to Little Pembina River.....	2
Little Pembina River to Stony Creek.....	2
Stony Creek to Pembina River Crossing.....	6
Pembina River Crossing to Crystal City.....	20
Crystal City to Cypress River.....	4
Cypress River to Badger Creek.....	16
Badger Creek to Pancake Lake.....	16
Pancake Lake to LaRivière's.....	14
LaRivière's to junction with trail from Assiniboine River	7
LaRivière's to the Government Land Office.....	18
Land Office due west to the Souris River.....	60
LaRivière's due north to Lang's Valley.....	45
Lang's Valley to Millford.....	20
Millford to Grand Valley on Assiniboine River.....	30

Good feed and water all through this country; no stopping places, except LaRivière's west of Crystal City, but good camping grounds.

Winnipeg to Portage la Prairie.

(By North Trail.)

Winnipeg to Headingly.....	12
Headingly to White Horse Plains.....	3
Across White Horse Plains to Grearson's.....	20
Grearson's to Mission Trail.....	5

Mission Trail to Long Lake	7
Long Lake to the Portage Road or Poplar Point	3
Poplar Point to High Bluff	10
High Bluff to Portage la Prairie	8

Total miles..... 68

(By Front Road or South Trail.)

Winnipeg to Headingly	12
Headingly to House's	14
House's to Johnson's	7
Johnson's to Poplar Point	12
Poplar Point to Portage la Prairie	20

Total miles..... 65

The main road from Winnipeg to Headingly is generally in a bad condition, especially in wet weather, but a great many bad places can be avoided by taking what is called the North Trail, a half-mile above Sturgeon Creek, coming out in the White Horse Plains at the "Jew's Store;" then turn north and west crossing two bridges—a good road can be got to Grearson's with the exception of one slough about sixteen miles from the main road. The road from Grearson's to the Mission Trail is good and dry, and the road from the Mission Trail to Long Lake is generally good—here the two trails intersect, north and south trails—the north is considered the best, especially in a wet season. Good feed for cattle can always be bought on both roads, and there are good stopping places with good stabling. Leaving Wianipeg in the morning and going by the main road House's place can be reached at night; but by the North Trail, if a full day's travel is done, one must camp on White Horse Plains, and wood should be carried, for none can be had on the Plains. The next day by the North Trail Grearson's can be reached early. About four miles above the "Jew's Store" the ferry crosses the Assiniboine River. The trail for the Boyne settlement starts here, also a trail to Turtle Mountain, which, however, is through low land and is a heavy road.

Portage la Prairie to Big Plain.

The distance from Big Plain to Portage la Prairie is fifty-six miles, as follows:—

Portage la Prairie to Rat Creek	9
Rat Creek to Cook's or Emmett Creek	14
Cook's Creek to Pangman's or Beaver Dam	6
Pangman's to McKinnon's (near Provincial boundary line)	6
McKinnon's to Pine Creek	15
Pine Creek to Big Plain	6

Total miles..... 56

(Near here, in the Sand Mills, a new trail branches off to the Souris River, but not much used.)

Good feed and good stopping places can always be reached by this road and plenty of good water can be obtained, but the road is in a very bad condition, being a continuation of sloughs through a low swampy country—in fact between the Portage and McKinnon's there are fifty miles of the worst travel in the country. Immigrants should, if possible, go in parties of eight or ten, so as to assist each other in bad places by doubling up their teams. After passing McKinnon's, however, a beautiful prairie country is reached, and for days, though an occasional wet place will be met with, the journey cannot fail to be one of real pleasure. Across the Big Plain the road is excellent and a fine rolling country is presented to view, which is closely settled.

Big Plain to Rapid City, Minnedosa and to Fort Ellice.

Big Plain to Boggy Creek	8
Boggy Creek to Finger Board	9
Finger Board to Rapid City	20
" Minnedosa	20
" Hare's Crossing	18
*Rapid City to Shoal Lake	40
Minnedosa "	38
Hare's Crossing "	37
Shoal Lake to Birtle	25

* From Rapid City to Grand Valley and Brandon, where the Little Saskatchewan empties into the Assiniboine River, it is a distance of eighteen miles, where there is a ferry across the Assiniboine.

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Birtle to Fort Ellice.....	13
Total distance about one hundred miles from Big Plain to Fort Ellice.	

Rapid City, Minnedosa and Hare's Crossing are on the Little Saskatchewan River. From the Finger Board the trails branch off—one to Rapid City and the other to Minnedosa, and when about twelve miles from Minnedosa a trail branches off to Hare's Crossing. Leaving Rapid City for the West it is forty miles to Shoal Lake by the main trail, but a distance of twelve miles can be saved by taking the C. P. R. survey trail four miles from Rapid City and joining the main trail again about a mile from Shoal Lake. At the Finger Board, the trails from Minnedosa and Hare's Crossing join the main trail, miles from Shoal Lake. The distances from the three points to Shoal Lake are about the same and are equally good. From Pine Creek those camping must carry wood until the Little Saskatchewan is reached, but there are good stopping places along the trail, notably Dodd's place, about eighteen miles from Pine Creek, which is a short distance off the trail. At McKinnon's, near the boundary line between Manitoba and the North-West, you must buy "your last flask of the beverage that cheers." After leaving Shoal Lake at "Three-mile Creek," another "C. P. R. survey trail" can be taken which is nine miles shorter and is a good road to Birtle.

From Portage la Prairie to Minnedosa, N.-W. T.

(Via North Trail.)

	MILES.
Portage la Prairie to Westbourne.....	20
Westbourne to Gladstone.....	22
Gladstone to McKenzies or Beautiful Plain.....	12
Beautiful Plain to Miller's.....	8
Miller's to Minnedosa.....	28

Total.....	90
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Portage la Prairie to Millford.

Portage la Prairie, by Yellow Quill Trail, to Hamilton's Crossing on the Assiniboine River.....	22
Hamilton's Crossing to Smart's.....	23
Smart's to McLeod's, beyond crossing of the Cypress River.....	25
McLeod's to Millford	20

The trail is very indistinctly marked between latter points

Fort Ellice to Fort Carlton and Prince Albert.

(Saskatchewan Trail.)

Fort Ellice to South Bank of the Qu'Appelle River.....	2
South Bank Qu'Appelle River to Qu'Appelle River.....	1½
Qu'Appelle River to Top of North Bank.....	3
Top of North Bank to Spring (good water).....	3½
Spring to Second Spring (good water).....	1
Second Spring to beginning Sandy Hill.....	7
Sandy Hill to Wolverine Creek.....	2½
Wolverine Creek to Green Lake.....	4½
Green Lake to Big Cut Arm Creek.....	9
Big Cut Arm Creek to 102nd Meridian.....	7½
102nd Meridian to Branch Pheasant Creek.....	22
Branch Pheasant Creek to Pheasant Creek.....	4
Pheasant Creek to Fort Pelly and Qu'Appelle Trail.....	31
Fort Pelly Trail to Summit File Hill.....	29
File Hill to Touchwood Hills Post.....	25
Touchwood Hills Post to Summit of Big Touchwood.....	16
Summit of Big Touchwood to Police Camp.....	2½
Police Camp to edge Big Salt Plain.....	5½
Big Salt Plain to Alkaline Creek.....	11

(Water one mile from beginning Big Salt Plain, also at eight miles.)

Alkaline Creek to Two Hills Lake.....	15
Two Hills Lake to Beginning of Woods.....	5
Beginning of Woods to End of Woods.....	4
End of Woods to End Second Plain.....	15
End Second Plain to Forks of Trail.....	6
Forks of Trail to Telegraph Line.....	13

(Water at five and eight miles from Forks of Trail; no wood.)

Telegraph Line to Great Salt Lake.....	16
(At three miles from Telegraph Line water but no wood, and at eight miles, water and wood.)	

Great Salt Lake to Top of South Saskatchewan Valley	8½
Top of South Saskatchewan Valley to South Saskatchewan River.....	8
(Three miles east of the River there is wood and water.)	
From South Saskatchewan River to Fort Carlton.....	20
" " Prince Albert Settlement.....	35
Fort Carlton to Prince Albert Settlement.....	50
Total miles.....	383
Fort Carlton to Battleford.....	110
Battleford to Edmonton	300

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MISCELLANEOUS NOTES AND DISTANCES IN THE NORTH-WEST.

From Fort Ellice West and South-West.

	MILES.
Fort Ellice to Cypress.....	150
(By Old Wives' Lake, North Trail.)	
(NOTE.—Carry wood for three or four days from fourteen miles west of Qu'Appelle; bad water.)	
Cypress to Fort McLeod	200
(Three different trails; enquire at Cypress.)	
Qu'Appelle to Wood Mountain.....	180
(Scarcity of wood and water—sixty miles across a plain.)	
Wood Mountain to Cypress.	180
(Wood or buffalo chips and water procurable.)	

Touchwood Hills to Humboldt.

Touchwood Hills Post to edge of plain.....	23.9
" " Lake on plain	27.0
" " Lake between two hills	50.0
" " Western edge of Alkali Plain.....	55.4
" " Pyramid Hill.....	68.7
" " Humboldt Telegraph Office	81.3

Humboldt to Carlton.

(Via Gabriel's Crossing)

Humboldt to crossing of Telegraph line.....	13.3
" Lake in the Hills.....	20.8
" Vernillion Lake (salt).....	27.7
" Gabriel's Crossing, south branch.....	56.6
" Stobart & Eden's Post, Duck Lake.....	68.9
" Fort Carlton.....	82.6

(Via Batoche's Crossing.)

Humboldt to Keesipitanow Hill	8.6
" Ravine and Lake.....	31.8
" New trail to Prince Albert turns off and La Corne and Carlton trail comes in.....	41.8
" Trail to Gariepy's Crossing turns off	50.8
" Batoche's Ferry.....	63.6
" Stobart & Eden's Post, Duck Lake.....	65.6
" Fort Carlton.....	83.3

Fort Carlton to Battleford.

Fort Carlton to where the trail from Gabriel's Crossing to Battleford joins.....	19.2
" camping ground at Elbow	42.2
" where trail to plains turns off	43.7
" Sugar Bush Creek.....	49.8
" Running Creek.....	54.6
" Eagle Hill Creek.....	60.1
" Small Creek—plain trail to Battleford turns off	60.3

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..... 81	Fort Carlton to where middle trail to Battleford turns off.....	60.4
..... 8	" Astronomical Station, Battleford.....	110.2
	" Telegraph Office, Battleford.....	110.9
..... 20		
..... 35	(Via the "plain" or "outer" trail.)	
..... 60	Fort Carlton to where trail leaves main Battleford trail.....	60.3
	" where trail from the Elbow comes in.....	75.5
	" summit of Eagle Hills.....	76.9
..... 383	" Large Lake to the north of trail.....	86.3
..... 110	" Cypress Hills and Battleford trail.....	124.8
..... 300	" Telegraph Office, Battleford.....	127.8

Humboldt to Battleford.

(Via Gabriel's Crossing and the River Trail.)

..... 56.6	Humboldt to Gabriel's Ferry.....	56.6
	" where Carlton and Battleford trail joins.....	83.6
	" where plain trail to Battleford turns off.....	124.7
	" Battleford.....	175.3

Since above trails were measured another has been laid out from Gabriel's Crossing to a point about eight miles below the Elbow, which is at least two days' travel shorter than the one given above to the Elbow. A branch runs into it from Duck Lake, making it equally convenient to travellers crossing the South Saskatchewan at Batoche's.

Battleford to Edmonton.**BATTLEFORD TO FORT PITT.**

..... 4.2	Battleford to narrows of the Battle and Saskatchewan Rivers.....	4.2
	" where trail leaves Telegraph line.....	14.8
	" where trail to Edmonton goes off.....	36.3
	" Big Gully Creek.....	57.1
	" Quaking Bog.....	67.6
	" Small Creek.....	78.8
	" South side Saskatchewan River.....	92.5
	" Fort Pitt.....	93.0

FORT PITT TO VICTORIA.

..... 17.3	Fort Pitt to Two Big Hills.....	17.3
	" where Lac la Biche trail turns off.....	47.3
	" Dog Rump Creek.....	64.0
	" Saddle Lake Creek.....	94.0
	" Sandy Creek—Lac la Biche trail turns off.....	114.4
	" Mill Creek or Smoking Lake Creek.....	126.5
	" Victoria	129.8

VICTORIA TO EDMONTON.

..... 16.8	Victoria to Stony Creek	16.8
	" Sucker Creek.....	22.0
	" Vermillion Creek.....	36.8
	" Sturgeon River.....	50.0
	" Fort Saskatchewan.....	57.0
	" Fort Edmonton.....	74.3

Fort Pitt to Lac la Biche.

..... 47.3	Fort Pitt to where Lac la Biche trail leaves Victoria trail.....	47.3
	" The Two Muskegs.....	66.7
	" East Branch of Dog Rump Creek.....	72.0
	" Pheasant Creek.....	82.0
	" Beaver River.....	101.9
	" Birch Lake.....	115.3
	" Trail from Victoria comes in.....	121.2
	" Duck Lake Creek.....	123.2
	" Hay Creek.....	131.8
	" Little Beaver River (trail branches here to left to R. C. Mission).....	136.0
	" Hudson's Bay Post, Lac la Biche.....	140.0

Victoria to Lac la Biche.

..... 15.4	Victoria to Sandy Creek, where trail leaves Victoria and Pitt trail.....	15.4
	" Stony Creek.....	23.3
	" Come into Saddle Lake trail	30.8
	" Goodfish Lake Settlement.....	43.2

Victoria to Whitefish Lake Creek.....	47.5
" " Mission.....	52.7
" Beginning of thick bush.....	55.6
" Beaver River, and end of bush.....	60.4
" Little Beaver River.....	66.1
" Come to Pitt and Lac la Biche trail.....	67.6
" H. B. Co.'s Post, Lac la Biche.....	87.3

Fort Pitt to Sounding Lake.

Fort Pitt to south side of river.....	0.5
" Old trail to Edmonton turns off.....	1.6
" Big Gully Creek.....	17.8
" Cross Telegraph line.....	32.2
" Top of Hill of Battle River Valley.....	55.6
" Battle River.....	55.2
" West end of a large alkaline lake.....	69.4
" Sounding Lake.....	130.0

Fort à la Corne to Prince Albert.

Fort à la Corne to Paonan Creek.....	3.5
" Forks of Saskatchewan Riv.....	19.9
" Moore's Mill, Prince Albert.....	51.5

Prince Albert to Carlton.

Moore's Mill to north branch Beaver Creek.....	19.4
" Trail turns to St. Laurent Settlement.....	21.8
" Halfway House.....	22.3
" Northern edge of Pines.....	29.3
" Southern.....	32.2
" Fort Carlton.....	49.0

Winnipeg to Distant Points.**RECAPITULATION.**

Fort Ellice.....	220
Fort Qu'Appelle.....	337
Swan River Barracks, via Fort Ellice.....	338
Touchwood Hills.....	372
Humboldt.....	452
Fort Carlton.....	365
Battleford, via Gabriel's.....	628
Fort Pitt, via Battleford.....	721
" via Carlton.....	709
Victoria, via Carlton and Pitt.....	839
Edmonton, via Battleford and Fort Saskatchewan.....	888
Sounding Lake, via Battleford.....	758
Lac la Biche, via Fort Pitt.....	850

Edmonton to Fort Macleod.**FORT MACLEOD TO FORT CALGARY.**

Fort Macleod to Willow Creek.....	2.5
" The Leavings.....	28.5
" Mosquito Creek.....	51
" High River.....	66
" Sheep Creek.....	76
" Pine Creek.....	94
" Fish Creek.....	94
" Fort Calgary.....	102

FORT CALGARY TO EDMONTON.

Fort Calgary to The One Pine (edge of plain), (approximate).....	63.0
" Red Deer River.....	93.0
" Blind Man River.....	100.5
" Forks Rocky Mountain House trail.....	115.5
" Wolf Creek.....	120.0
" Battle River.....	125.0
" Big Stone Creek (Indian Farm).....	155.0
" Pipestone Creek.....	158.0
" Whitemud River.....	187.5
" Fort Edmonton.....	194.0

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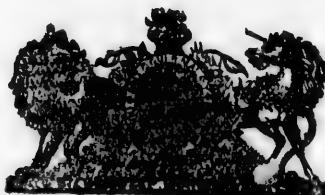
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DOMINION LANDS REGULATIONS.

The following Regulations for the sale and settlement of Dominion Lands in the Province of Manitoba and the North-West Territories shall, on and after the first day of January, 1882, be substituted for the Regulations now in force, bearing date the twenty-fifth day of May last:—

1. The surveyed lands in Manitoba and the North-West Territories shall, for the purposes of these Regulations, be classified as follows:

CLASS A.—Lands within twenty-four miles of the main line or any branch line of the Canadian Pacific Railway, on either side thereof.

CLASS B.—Lands within twelve miles, on either side, of any projected line of railway (other than the Canadian Pacific Railway), approved by Order in Council published in the *Canada Gazette*.

CLASS C.—Lands south of the main line of the Canadian Pacific Railway not included in Class A or B.

CLASS D.—Lands other than those in Classes A, B, and C.

2. The even-numbered sections in all the foregoing classes are to be held exclusively for homesteads and pre-emptions:

a. Except in Class D, where they may be affected by colonization agreements as hereinafter provided.

b. Except where it may be necessary out of them to provide wood lots for settlers.

c. Except in cases where the Minister of the Interior, under provisions of the Dominion Lands Acts, may deem it expedient to withdraw certain lands, and sell them at public auction or otherwise deal with them as the Governor-in-Council may direct.

3. The odd-numbered sections in Class A are reserved for the Canadian Pacific Railway Company.

4. The odd-numbered sections in Classes B and C shall be for sale at \$2.50 per acre, payable at the time of sale:

a. Except where they have been or may be dealt with otherwise by the Governor-in-Council.

5. The odd-numbered sections in Class D shall be for sale at \$2 per acre, payable at time of sale:

a. Except where they have been or may be dealt with otherwise by the Governor-in-Council.

b. Except lands affected by colonization agreements, as hereinafter provided.

6. Persons who, subsequent to survey, but before the issue of the Order-in-Council of 9th October, 1879, excluding odd-numbered sections from homestead entry, took possession of land in odd-numbered sections by residing on and cultivating the same, shall, if continuing so to occupy them, be permitted to obtain homestead and pre-emption entries as if they were on even-numbered sections.

PRE-EMPTIONS.

7. The prices for pre-emption lots shall be as follows:
For lands in Classes A, B, and C, \$2.50 per acre.

For lands in Class D, \$2.00 per acre.

Payment shall be made in one sum at the end of three years from the date of entry, or at such earlier date as a settler may, under the provisions of the Dominion Lands Acts, obtain a patent for the homestead to which such pre-emption lot belongs.

COLONIZATION.

Plan Number One.

8. Agreements may be entered into with any company or person (hereinafter called the party) to colonize and settle tracts of land on the following conditions:

- a. The party applying must satisfy the Government of its good faith and ability to fulfil the stipulations contained in these regulations.
- b. The tract of land granted to any party shall be in Class D.

9. The odd-numbered sections within such tract may be sold to the party at \$2 per acre, payable, one-fifth in cash at the time of entering into the contract, and the balance in four equal annual instalments from and after that time. The party shall also pay to the Government five cents per acre for the survey of the land purchased by it, the same to be payable in four equal annual instalments at the same time as the instalments of the purchase money. Interest at the rate of six per cent. per annum shall be charged on all past due instalments.

- a. The party shall, within five years from the date of the contract, colonize its tract.
- b. Such colonization shall consist in placing two settlers on homesteads on each even-numbered section, and also two settlers on each odd-numbered section.
- c. The party may be secured for advances made to settlers on homesteads according to the provisions of the 10th section of the Act 44 Victoria, Chap. 18. (The Act passed in 1881 to amend the Dominion Lands Acts.)
- d. The homesteads of 160 acres shall be the property of the settler, and he shall have the right to purchase the pre-emption lot belonging to his homestead at \$2 per acre, payable in one sum at the end of three years from the date of entry, or at such earlier date as he may, under the provisions of the Dominion Lands Acts, obtain a patent for his homestead.
- e. When the settler on a homestead does not make entry for the pre-emption lot to which he has a right, the party may within three months after the settler's right has elapsed purchase the same at \$2 per acre, payable in cash at the time of purchase.

10. In consideration of having colonized its tract of land in the manner set forth in sub-section b of the last preceding clause, the party shall be allowed a rebate of one-half of the original purchase money of the odd-numbered sections in its tract.

- a. During each of the five years covered by the contract an enumeration shall be made of the settlers placed by the party in its tract, in accordance with sub-section b of clause 9 of these regulations, and for each *bona fide* settler so found therein a rebate of one hundred and twenty dollars shall be credited to the party; but the sums so credited shall not, in the aggregate, at any time exceed one hundred and twenty dollars for each *bona fide* settler found within the tract, in accordance with the said sub-section, at the time of the latest enumeration.
- b. On the expiration of the five years an enumeration shall be made of the *bona fide* settlers on the tract, and if they are found to be as many in number and placed in the manner stipulated for in sub-section b of clause 9 of these regulations, a further and final rebate of forty dollars per settler shall be credited to the party, which sum, when added to those previously credited, will amount to one-half of the purchase money of the odd-numbered sections and reduce the price thereof to one dollar per acre. But if it should be found that the full number of settlers required by these regulations are not on the tract, or are not placed in conformity with sub-section b of clause 9 of these regulations, then, for each settler fewer than the required number, or not placed in conformity with the said sub-section, the party shall forfeit one hundred and sixty dollars of rebate.
- c. If at any time during the existence of the contract the party shall have failed to perform any of the conditions thereof, the Governor-in-Council may cancel the sale of the land purchased by it and deal with the party as may seem meet under the circumstances.
- d. To be entitled to rebate the party shall furnish to the Minister of the Interior evidence that will satisfy him that the tract has been colonized and settled in accordance with sub-section b of clause 9 of these regulations.

Plan Number Two.

11. To encourage settlement by capitalists who may desire to cultivate larger farms than can be purchased where the regulations provide that two settlers shall be placed on each section, agreements may be entered into with any company or person (hereinafter called the party) to colonize and settle tracts of land on the following conditions:

- a. The party applying must satisfy the Government of its good faith and ability to fulfil the stipulations contained in these regulations.
- b. The tract of land granted to any party shall be in Class D.
- c. All the land within the tract may be sold to the party at two dollars per acre, payable in cash at the time of entering into the contract. The party shall, at the same time, pay to the Government five cents per acre for the survey of the land purchased by it.
- d. The party shall, within five years from the date of the contract, colonize the township or townships comprised within its tract.
- e. Such colonization shall consist in placing one hundred and twenty-eight *bona fide* settlers within each township.

12. In consideration of having colonized its tract of land in the manner set forth in sub-section e of the last preceding clause, the party shall be allowed a rebate of one-half of the original purchase money of its tract.

- a. During each of the five years covered by the contract an enumeration shall be made of the settlers placed by the party in its tract, in accordance with sub-section e of clause 11 of these regulations, and for each *bona fide* settler so found therein a rebate of one hundred and twenty dollars shall be repaid to the party; but the sums so repaid shall not, in the aggregate, at any time exceed one hundred and twenty dollars for each *bona fide* settler found within the tract, in accordance with the said sub-section, at the time of the latest enumeration.
- b. On the expiration of the five years an enumeration shall be made of the *bona fide* settlers placed by the party in its tract, and if they are found to be as many in number and placed in the manner stipulated for in sub-section e of clause 11 of these regulations, a further and final rebate of forty dollars per settler shall be repaid, which sum, when added to those previously repaid to the party, will amount to one-half $\frac{1}{2}$ of the purchase money of its tract and reduce the price thereof to one dollar per acre. But if it should be found that the full number of settlers required by these regulations are not on the tract, or are not placed in conformity with the said sub-section, then, for each settler fewer than the required number or not settled in conformity with the said sub-section, the party shall forfeit one hundred and sixty dollars of rebate.
- c. To be entitled to rebate, the party shall furnish to the Minister of the Interior evidence that will satisfy him that the tract has been colonized and settled in accordance with sub-section e of clause 11 of these regulations.

OFFICIAL NOTICE

13. The Government shall give notice in the *Canadian Gazette* of all agreements entered into for the colonization and settlement of tracts of land under the foregoing plans in order that the public may respect the rights of the purchasers.

TIMBER FOR SETTLERS.

14. The Minister of the Interior may direct the reservation of any odd or even-numbered section having timber upon it, to provide wood for homestead settlers on sections without it; and each such settler may, where the opportunity for so doing exists, purchase a wood lot, not exceeding 20 acres, at the price of \$5 per acre in cash.

15. The Minister of the Interior may grant, under the provisions of the Dominion Land Acts, licenses to cut timber on lands within surveyed townships. The lands covered by such licenses are thereby withdrawn from homestead and pre-emption entry and from sale.

PASTURAGE LANDS.

16. Under the authority of the Act 44 Victoria, Chap. 16, leases of tracts for grazing purposes may be granted on the following conditions:

- a. Such leases to be for a period of not exceeding twenty-one years, and no single lease shall cover a greater area than 100,000 acres.

- b. In surveyed territory, the land embraced by the lease shall be described in townships and sections. In unsurveyed territory, the party to whom a lease may be promised shall, before the issue of the lease, cause a survey of the tract to be made, at his own expense, by a Dominion Lands Surveyor, under instructions from the Surveyor-General; and the plan and field notes of such survey shall be deposited on record in the Department of the Interior.
 - c. The lessee shall pay an annual rental at the rate of \$10 for every 1,000 acres embraced by his lease, and shall, within three years from the granting of the lease, place on the tract one head of cattle for every ten acres of land embraced by the lease, and shall during its term maintain cattle thereon in at least that proportion.
 - d. After placing the prescribed number of cattle upon the tract leased, the lessee may purchase land within his leasehold for a home farm and *corval*, paying therefor \$2.00 per acre in cash.
 - e. Failure to fulfil any of the conditions of his lease shall subject the lessee to forfeiture thereof.
17. When two or more parties apply for a grazing lease of the same land, tenders shall be invited, and the lease shall be granted to the party offering the highest premium therefor in addition to the rental. The said premium to be paid before the issue of the lease.

GENERAL PROVISIONS.

18. Payments for land may be in cash, scrip, or Police or Military Bounty Warrants.

19. These regulations shall not apply to lands valuable for town plots, or to coal or other mineral lands, or to stone or marble quarries, or to lands having water power thereon; or to sections 11 and 29 in each Township, which are School Lands, or Sections 8 and 27, which belong to the Hudson's Bay Company.

By order,

LINDSAY RUSSELL,

Surveyor-General.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 23rd December, 1881.



DENNIS, SONS & COMPANY,

CANADIAN LAND BROKERS, COMMISSION AGENTS AND SURVEYORS,

ESTABLISHED FOR THE

Purchase and Sale of Lands in the Dominion, especially in Manitoba and the North-West Territories ; also for a General Commission Business with Canada.

2. VICTORIA MANSIONS, WESTMINSTER LONDON, S. W.

REFERENCES.

The Hon. Sir JOHN ROSE, Bart., G.C.M.G., &c., &c.,
18 Queen's Gate London, W.

The Hon. Sir A. T. GALT, G.C.M.G., High Commissioner
for Canada, &c., &c., 9 Victoria Chambers, Westminster
London, S. W.

1ST MARCH, 1882.

The great attention which Canada is attracting at the present time, and the large sums of money that have been made by investment in land in that country, especially in Manitoba and the North-West Territories, has suggested to us the expediency of providing facilities in Great Britain for such transactions.

We have, therefore decided to open a Branch Office in London, to act as agents for individuals or companies wishing to obtain tracts of land for colonization purposes, or for persons wishing to purchase, or to dispose of lands and improved farms in any of the Provinces or Territories of the Dominion ; to undertake investments in loans on real estate, and a general commission business in connection with Canada.

We have been specially authorized by the Departments of the Interior and of Agriculture of Canada, and by the Provincial Government of Ontario, to distribute maps, pamphlets, and all other matter published officially respecting the lands at their disposal. We have also been appointed Agents for the sale of the lands of the Trust and Loan Company of Canada.

The principal member of the firm, after having been actively engaged by the Canadian Government in public surveys and explorations for some twenty five years, was from 1871 to 1878 Surveyor General of the Dominion Lands, and from the latter date until the end of December last held the appointment of Deputy Minister of the Interior, which office he then resigned owing to failing health. During his long connection with the Government he was charged with the surveys of the Public Lands, and with their administration, and has therefore a thorough and practical knowledge of the country, its resources and capabilities.

The other members of the firm have resided in Manitoba for some years, and have obtained an intimate personal knowledge of the lands in that Province and in the adjoining Territories. These circumstances lead us to hope that our services may prove valuable to persons in Great Britain desirous of making such investments as those alluded to.

Correspondence on the subject is solicited, and circulars explaining the terms and conditions upon which transactions of the kind can be effected, will be forwarded on application, as well as any additional information that may be required.

DENNIS, SONS & CO.

The offices of the firm in the Dominion of Canada are as follows :—

VAUGHAN, DENNIS & COMPANY, * * * * * Main Street,
WINNIPEG, MANITOBA, CANADA,

AND

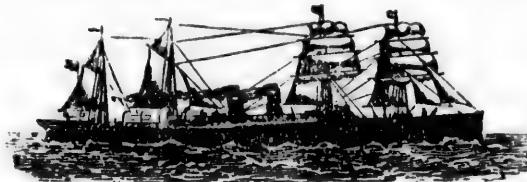
VAUGHAN, DENNIS & COMPANY, * * * * * Toronto Street,
TORONTO, ONTARIO, CANADA.

DOMINION LINE OF STEAMSHIPS

From LIVERPOOL to QUEBEC, in Summer, and PORTLAND Maine, in Winter.

RUNNING IN CONNECTION WITH THE

GRAND TRUNK RAILWAY OF CANADA.



Composed of the following, full-powered, double engined, Clyde Built Iron Steamships:

Vancouver, 5,700 Tons.	Toronto, - 3,300 Tons.	Texas, - 2,750 Tons.
Sarnia, - 3,750 "	Montreal, " 3,300 "	Quebec, - 2,700 "
Oregon - 3,750 "	Ontario, - 3,200 "	Mississippi, 2,700 "
Brooklyn, 3,600 "	Dominion, 3,200 "	Teutonia, 2,700 "

Sailing from LIVERPOOL every THURSDAY, calling at BELFAST the following day to receive passengers.

SALOON FARE £10 10s.; Children under 12 years (accompanied by their parents) Half Fare; Infants under 2 years, free.

20 cubic feet of luggage allowed each adult.

INTERMEDIATE, £8; STEERAGE, £6 6s.; Children under 12 years, Half Fare; Infants under 1 year, 1s.

10 cubic feet of luggage allowed each adult.

GOVERNMENT ASSISTED PASSAGES are granted to Mechanics, Navvies, Agricultural and General Laborers and their families at £4; Children under 12 years, Half Fare; under 1 year, 10s. FEMALE DOMESTIC SERVANTS, £3. Applications for which are to be made upon the SPECIAL FORMS provided for the purpose.

Each steamer carries an experienced Surgeon, also Saloon, Intermediate and Steerage Stewardesses.

FOR PASSENGERS: apply in LONDON to GRACIE & HUNTER, 96 Leadenhall Street; in GLASGOW, ROBERT DUNCAN & CO., 97 Union Street; in BELFAST, HENRY GOWAN, 29 Donegal Quay; in QUEENSTOWN, JOHN DAWSON & CO., and to the Agents in all the principal towns and cities of Great Britain and the Continent.

FLINN, MAIN & MONTGOMERY,

DAVID TORRANCE & CO.,
General Agents, CANADA.

Managing Directors,
14 JAMES STREET, LIVERPOOL.

C.

Calls

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ALL CLASSES

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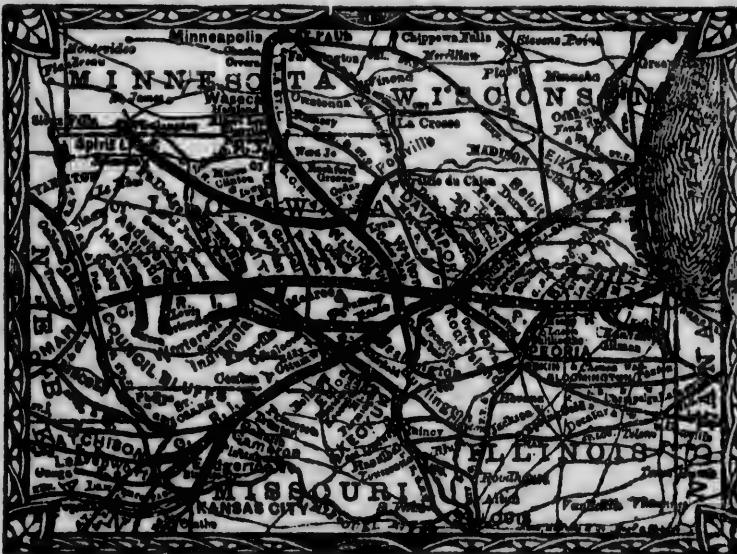
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It is an indisputable fact that this Route traverses the Finest Region of ILLINOIS, IOWA and MINNEAPOLIS; that its track is smooth, its trains most comfortable, its connections sure and made in Union Depots, and that it carries all passengers, quickly, cheaply and safely.

ALL CLASSES OF TICKETS FOR SALE AT COUPON TICKET OFFICES IN CANADA AND UNITED STATES.

The Great Rock Island Route is the only one that carries passengers in Through Cars to MINNEAPOLIS, ST. PAUL, KANSAS CITY, LEAVENWORTH, ATCHISON and COUNCIL BLUFFS, affording Rapid Transit to all the Western and North-Western States and Territories. Get our MAPS, FOLDERS and a Copy of the WESTERN TRAIL.

J. FRANCIS LEE,
Canadian Passenger Agent, 20½ Front St. East, TORONTO.

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CHICAGO.

E. ST. JOHN,
General Ticket & Passenger Agmt.

Canadian Pacific RAILWAY CO.



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CANADIAN NORTHWEST

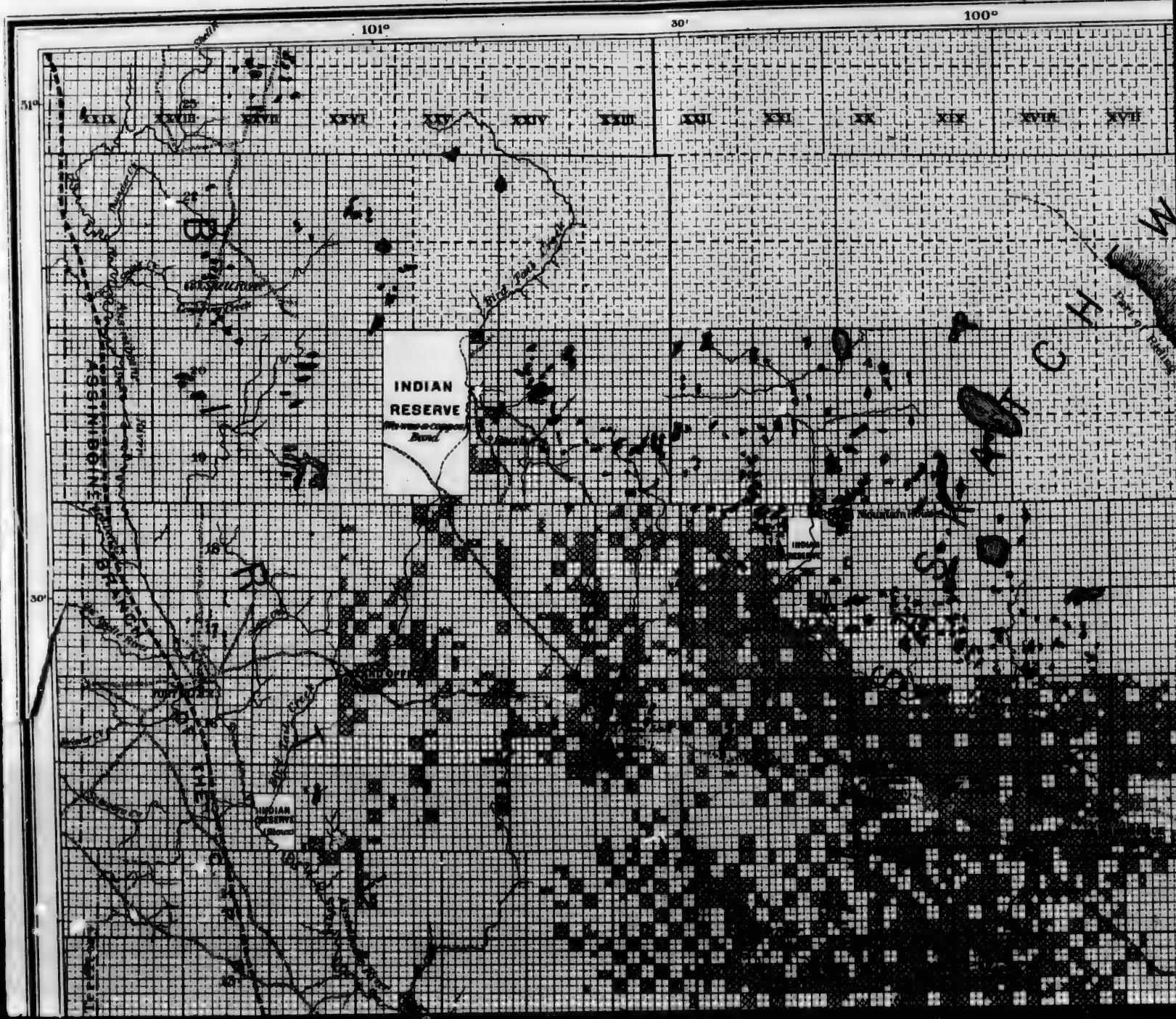
* | * | * | * | TERMS, | * | * | * | *

\$2.50 An acre with a rebate of
\$1.25 for cultivation.

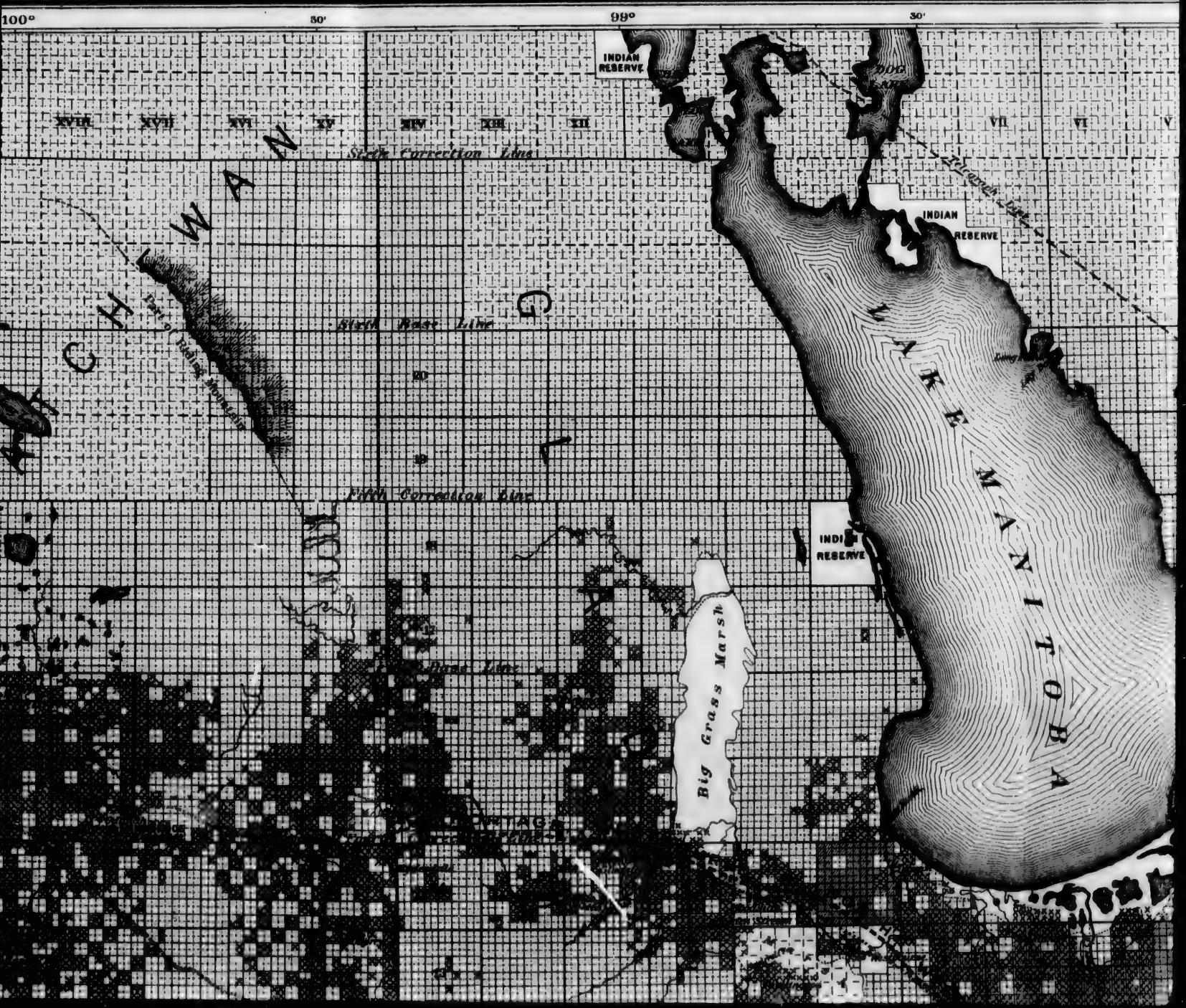
MAP OF

DOMINION LANDS SURVEY

PUBLISHED BY THE



MAP OF A PORTION OF THE PROVINCE OF MANITOBA
SHOWING
LANDS SURVEYED, AND DISTINGUISHING CERTAIN LINES
PUBLISHED BY THE DEPARTMENT OF AGRICULTURE, FOR THE INFORMATION OF INTENDING SETTLERS, JANUARY 1880



MANITOBA,

LANDS DISPOSED OF.

JANUARY 12th, 1882.

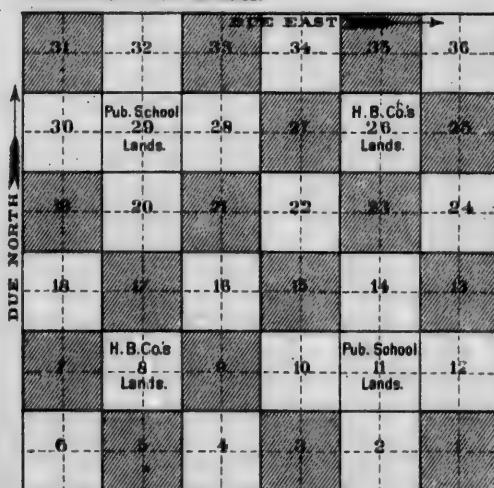
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TOWNSHIP DIAGRAM.

This Diagram is intended to illustrate the uniform disposition of Free Grant and Pre-emption Lands, also of Railway or Public Lands, as the case may be, in each Township in Manitoba and the North-West Territories.



THE BURLAND LITHOGRAPHIC CO. MONTREAL

NOTE.—The system of Survey fixed by law for Manitoba and the North-West Territories defines all Townships as of the uniform dimensions, mode of division into Sections, and the numbering of the Sections as shewn on Diagram. Each Section is about one mile square, and contains 640 acres, and is sub-divided into quarter-sections of 160 acres each, more or less.

A Road Allowance of 99 feet, or one-and-a-half chains, is laid out on the lines dividing Sections, and on all Boundaries of Townships, according to the original system of survey, under which nearly the whole of the lands shewn on this Map were surveyed.

ICELANDIC RESERVE

97°

50°

Explanation of Marks on Map.

Lands disposed of.

Half Breed Lands.

Lands open for Homesteads and Pre-
emptions, if even numbered sections, or
for purchase of the Government, if odd
numbered sections not assigned to rail-
ways or otherwise.

— Railways located or in operation.

- - - - do projected.

◎ Local Land Offices.

ICELANDIC RESERVE

LAKE

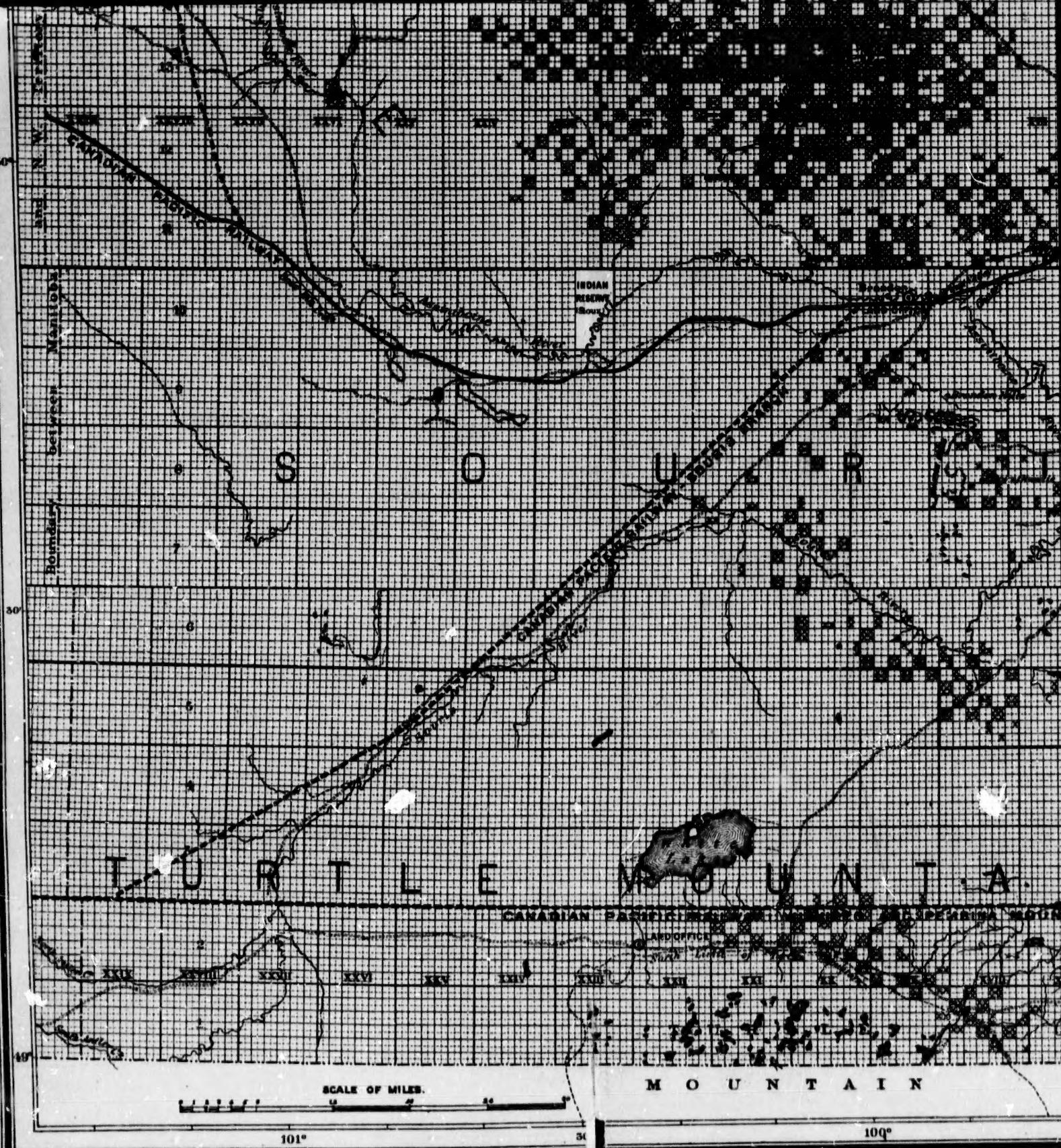
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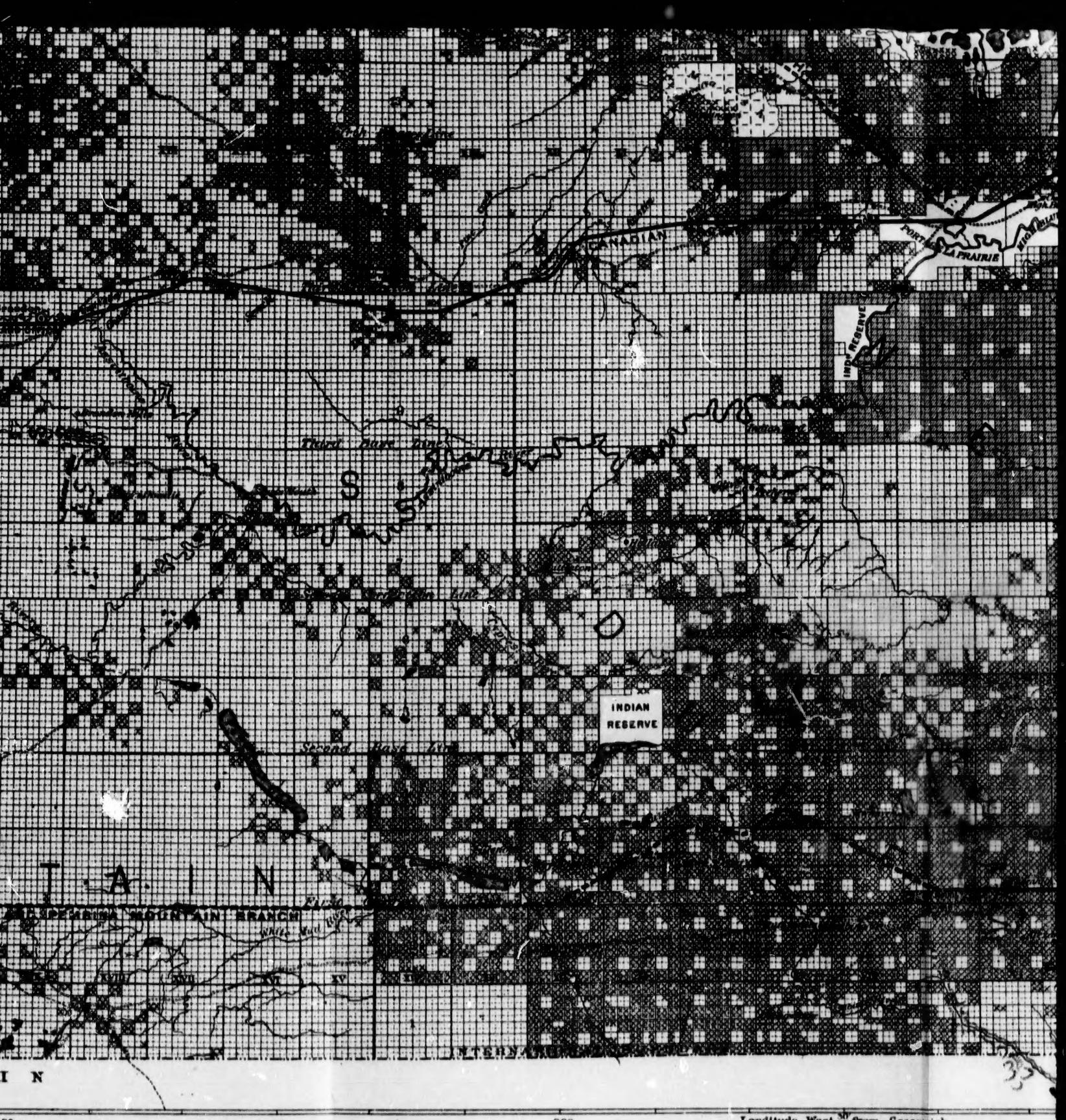
INDIAN
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— The system of
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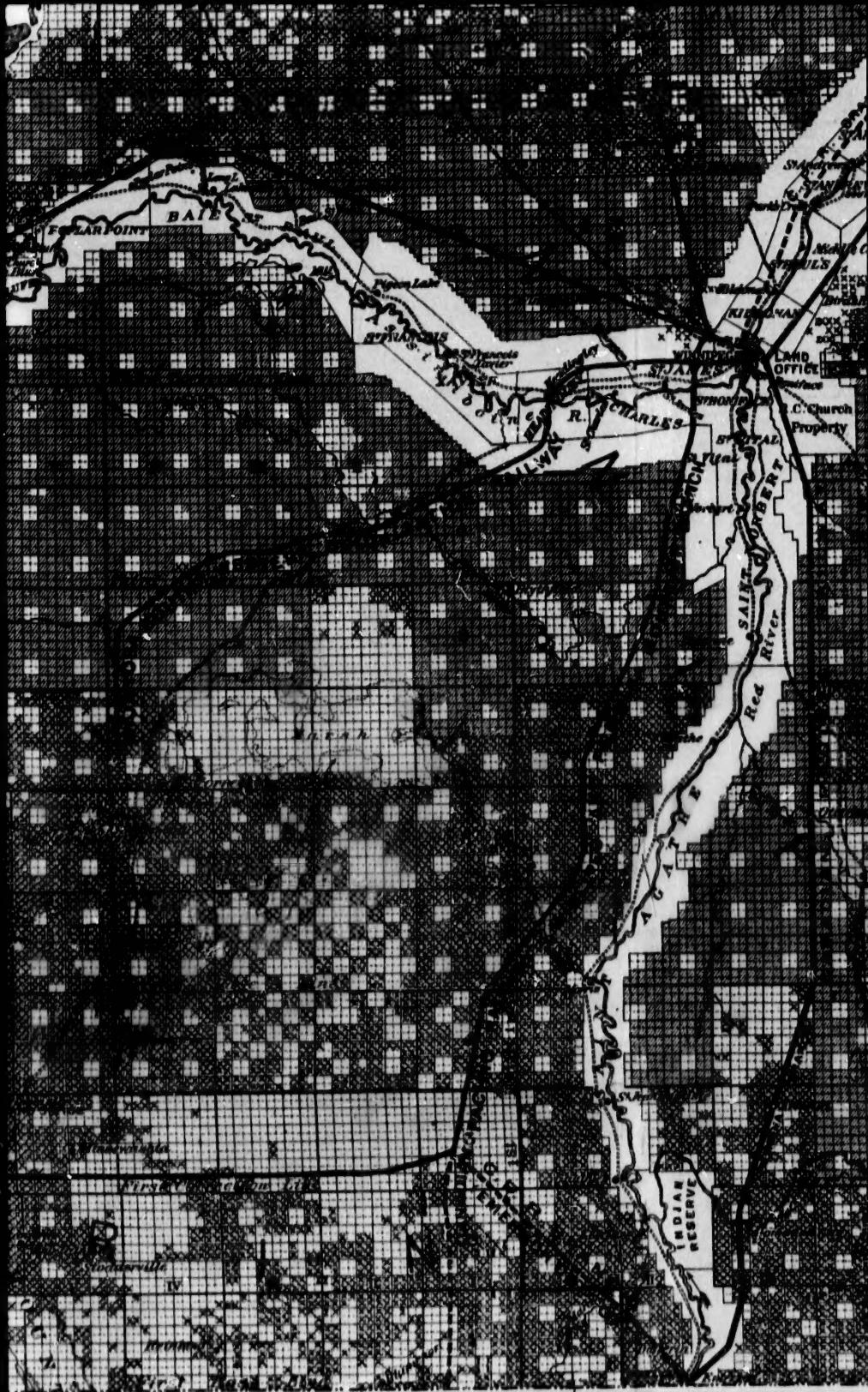
— Allowance of
or one-and-a-half
is laid out on the
dividing Sections,
all Boundaries of
lands, according to
original system of
under which near
the whole of the lands
on this Map were
laid.



The intending settler will note this Map cont



Note this Map contains only the Lands Surveyed in part of the Province of Manitoba. There is an almost illimitable amount of land un-surveyed.



98°

30°

97°

Fititable extent of Lands for Settlement further West.

